



"Small Town Atmosphere
Outstanding Quality of Life"

September 28, 2017

REQUEST FOR PROPOSAL – Engineering Services

Subject: San Ramon Creek Bridge at La Gonda Way Bridge Rehabilitation Project
Bridge No. 28C0335
Federal Aid Project No. BRLS-5434(024)

PURPOSE

The Town of Danville ("Town") has recently received federal authorization to proceed with Preliminary Engineering (PE) for the *San Ramon Creek Bridge at La Gonda Way Bridge Rehabilitation Project* under the Federally Funded Highway Bridge Program (HBP). The Town is issuing this Request for Proposal (RFP) to find consultants for professional engineering services to complete the PE phase and provide construction support for the project. Services will include planning, developing biddable construction documents, specifications and plans, and creating a construction cost estimate. It will also include providing professional assistance during the bidding process, bid evaluation, and assistance during construction. Services during the construction phase will include submittal review and field observations, as needed.

Proposals must be submitted to the Town office at 510 La Gonda Way, Danville, CA 94526 no later than Wednesday, November 8, 2017 at 4:00 PM to be considered. Proposals will be evaluated and results made public after completion of the negotiation process with the selected consultant. The Town reserves the right to reject any or all proposals and to waive any informalities or irregularities in any proposal or in the proposal process.

DESCRIPTION OF PROJECT

The project is identified as *La Gonda Way Bridge Improvements* in the Town's Five Year Capital Improvement Program (CIP No. C-599; copy enclosed for reference). The project in general proposes to rehabilitate the existing steel girder structure (Bridge No. 28C0335) over San Ramon Creek. The bridge is located on La Gonda Way just east of the intersection with Danville Boulevard. The bridge is currently too narrow for the current Average Daily Traffic (ADT) making it "Functionally Obsolete".

The selected consultant will be asked to evaluate several alternatives, including rehabilitation and widening of the existing bridge and complete bridge replacement.

SCOPE OF WORK

Please see the included scope of work in Attachment D.

510 LA GONDA WAY, DANVILLE, CALIFORNIA 94526

Administration
(925) 314-3388

Building
(925) 314-3330

Engineering & Planning
(925) 314-3310

Transportation
(925) 314-3310

Maintenance
(925) 314-3450

Police
(925) 314-3410

Parks and Recreation
(925) 314-3400

TERMS AND CONDITIONS

The terms and conditions of the agreement will be on an agreed time and material basis with a not to exceed fee. The prime consultant will be responsible for sub-consulting as required. The consultant's attention is directed to the insurance and indemnification requirements listed in the sample Consultant Agreement in Attachment E.

Selected consultant(s) working on Federal-Aid projects shall meet requirements of Caltrans Local Assistance policies and procedures, including provisions of Chapter 10 of the Caltrans Local Assistance Procedures Manual (LAPM). The selected consultant must have an adequate financial management and accounting system as required by 48 CFR Part 16.301-3, 49 CFR Part 18 and 48 CFR Part 31.

The Town of Danville has established a Disadvantaged Business Enterprise (DBE) goal of 11% for this project. Proposers must engage project participation of certified DBE firms in at least 11% of the overall project fee or demonstrate a Good Faith Effort (GFE) to do so in the event that insufficient DBE participation can be identified. Failure to either meet the DBE commitment goal or to demonstrate a GFE will result in proposals being deemed non-responsive.

PRE-SUBMITTAL INQUIRES

The full content of the RFP is available online at:

<http://www.danville.ca.gov/Government/RFPs-and-Bids/>

Prospective proposers are asked to register for the Town's e-news on the website before downloading the RFP so that the firm can be added to a notification list to directly receive any addendums, changes or responses to written inquiries. Pre-submittal procedural or technical inquiries may be directed to Steven Jones at (925) 314-3339 or email: sjones@danville.ca.gov. All inquiries must be received by October 25, 2017. Responses to inquiries will be sent to all registered proposers and posted to the Town's website approximately one week before the proposal due date.

PROPOSAL SUBMISSION

A. Consultants must submit 3 copies of their proposal. The proposal must be formatted in accordance with the instructions of this request for proposal. Promotional materials may be attached, but are not necessary and will not be considered as meeting any of the requirements of this request for proposal. Proposals must be enclosed in a sealed envelope or package, clearly marked "ENGINEERING SERVICES FOR LA GONDA WAY BRIDGE REHABILITATION PROJECT" and delivered to:

**Town of Danville Engineering Department
Attention: Steven Jones, P.E. - Senior Civil Engineer
510 La Gonda Way
Danville, CA 94526**

Late or facsimile proposals will not be accepted. It is the proposer's responsibility to assure that their proposal is delivered and received at the location specified herein, on or before the date and hour set. Proposals received after the date and time specified will not be considered.

B. In a separate sealed envelope, proposers are required to submit a fee proposal and their current consultant fee schedule (including after-hour or weekend hourly personnel rates) with their proposal package, with original consultant signature. See LAPM exhibit 10-h – sample cost proposal exhibit. *Please note that request for proposal will be based on qualifications. Final project costs will be determined through negotiations with the selected firm. If project cost negotiations with the selected firm are unsuccessful, the Town reserves the right to enter into negotiations with other firm(s).*

C. Proposers are expected to examine all provisions, specifications and instructions included in this request for proposal. Failure to do so will be at the proposer's risk.

D. All proposals must be dated and signed by a representative authorized to enter into contracts for the proposing consultant.

E. All proposals will remain in effect and legally binding for at least 90 days from the opening date.

F. The consultant must examine all information and materials contained in and accompanying its proposal. Failure to do so will be at the consultant's risk. This will include, but not be limited to, all relevant laws and regulations of the state of California and the United States.

PROPOSAL FORMAT

The submittal is to be prepared in a wire or plastic-bound 8½" X 11" format and limited to 35 pages. The sealed fee proposal and schedule, attachments, resumes, covers and dividers are not included in the page count. In addition, any information that needs to be returned should not be submitted. The Consultant is requested to include the following information in the Proposal:

- a. Cover letter: Describe your firm's interest and commitment of personnel to the project and office location for quick and efficient response to the Town's requests. The letter must be signed by the individual authorized to negotiate the contract with the Town. The cover letter should identify and describe any distinguishing features or capabilities that make your firm a superior choice to perform the work (2 pages maximum).
- b. Firm Experience: Submit a brief history of your firm's experience providing a description of previous relevant projects, with a reference and contact information for each. Include sub-consultants and a description of their proposed services where applicable (5 pages maximum).
- c. Personnel Experience: Submit an organizational chart and a brief history of your project team members' experience and accreditations. (5 pages maximum).
- d. Project understanding (7 pages maximum) and a description of the process/approach (15 pages maximum) to be used in providing the services described in Attachment D, Scope of Work, of this Request for Proposal. Be specific and address all elements, including timing of implementation.
- e. Provide a summary of the overall approach to quality control. Specifically, outline the internal protocol for ensuring clear communication between the Town, the prime consultant, and all sub-consultants.

- f. Provide a statement indicating no conflict of interest to work with the Town.
- g. List of contracts/agreements terminated for convenience or default within the past three years, if any.
- h. List any litigation that now affects or may affect in the future consultant firm's ability to perform.
- i. Provide a statement indicating acceptance of the terms and conditions of the sample consultant agreement included as Attachment E.
- j. Provide a statement certifying that there are currently no suspensions, debarments, voluntary exclusions or ineligibility determinations by any federal agency in accordance with the Code of Federal Regulations, Title 49, Part 29, Debarment and Suspension Certification.
- k. Confirm your firms' ability to meet contract & insurance requirements.
- l. Provide a list of professional references for relevant projects.

Appendix: The Consultant is requested to provide the following information in an appendix to the proposal (no page limit):

- a. Provide resumes of key staff only. Resumes of key staff to be assigned to the project should include a brief biography of the individual's experience, their registration information, their education, professional affiliations and information on specific projects the individual has been involved with, clearly showing and highlighting relevant experience. Resumes can be two pages each, maximum.
- b. Include a comprehensive schedule to reflect the time frames required for completing each task of the Scope of Work. The schedule shall include the critical path of the work items, start, finish and predecessors. Tasks or Milestones, which are interdependent, must be identified, along with the completion date of each milestone. Timeline (Gantt chart) indicating the implementation schedule.
- c. LAPM Exhibit 10-K– Consultant Cert of Contract Costs & Financial Management System
- d. LAPM Exhibit 10-O1 – Local Agency Proposer DBE Commitment
- e. Attachment B – Certificate of Non-collusion
- f. Attachment C – Proposal Summary Fact Sheet and Statement of Responsibility

METHOD AND CRITERIA FOR SELECTION

The Town reserves the sole right to judge the contents of each Consultant's proposal. The following selection method and criteria will be used to select a consultant:

1. The proposal must adhere to the instructions and format as specified in this Request for Proposal.

2. A selection committee, comprised with Town employees, will be assembled to evaluate all responses to the Request for Proposal (RFP) that meets the submittal requirements and the submittal deadline. Those submittals that do not meet the submittal requirements or the deadline will not be considered.
3. The selection committee will rate all responsive proposals based on service capabilities and experience of the prospective Consultant and all persons who will be providing services under contract. The following are the critical areas of the proposals that will be evaluated by the selection committee (note that cost is not used as a rating factor):
 - a. Adequacy of the described plan and approach to deliver requested services as described in this Request for Proposal.
 - b. Experience of Consultant in providing services and quality of work.
 - c. Status of Professional Certification including whether the Consultant meets the minimum requirements to provide service.
 - d. See Attachment A for further parameters and sample proposal evaluation form.
4. Proposals will be rated in descending order of preference. When the selection process has been completed, applicants will be advised of the number one selection. No other information will be released.
5. The winning proposer will attend a scoping meeting with Town staff to review the project, and to ensure that the consultant has a complete understanding of the work that is required. The Town will provide the consultant with as much material as is available regarding the project. The final cost proposal will be submitted by the consultant based on what is discussed at the scoping meeting. The method of payment for the contract will be the "Lump Sum or Firm Fixed Price" method as described in Chapter 10 of the LAPM. If agreement cannot be reached with the top ranked consultant, negotiations will proceed with the next most qualified consultant.
6. Review of the proposals and contract negotiations with the top rated consultant will be conducted in compliance with the one-step RFP method outlined in Chapter 10 of the Caltrans Local Assistance Procedures Manual (LAPM).
7. Pursuant to Title 23 CRF 172 and Government Code 4525-4529.5, California Department of Transportation (Caltrans) must approve the Town's consultant procurement process prior to contract award. A formal notice to proceed to the selected consultant will occur immediately following the Town Council's award of the contract to the selected consultant.

All firms are hereby notified that the selection of the Consultant for this contract and any agreements for services resulting from the Request for Proposals is dependent on the approval by the Town Council. The Town reserves the right to reject any and all proposals received. The Town is under no obligation to award a contract if no suitable consultant can be found or if the expected funding changes.

PROTESTS

Each proposer, by submitting its proposal, expressly recognizes the limitation on its rights to protest contained herein, expressly waives all other rights and remedies, and agrees that the decision on any protest, as provided herein, shall be final and conclusive.

A. Protests Prior to Submission Of Proposal

Proposer may protest the terms of this RFP prior to the time for submission of a proposal on the grounds that: (a) a material provision in this RFP is wholly ambiguous; (b) any aspect of the procurement process described herein is contrary to legal requirements applicable to this procurement; or (c) this RFP in whole or in part exceeds the authority of the Town. Protests regarding this RFP shall be filed only after proposer has formally discussed the nature and basis of the protest with the Town in an effort to remedy the grounds for protest.

Protests regarding this RFP shall completely and succinctly state the grounds for protest and shall include all factual and legal documentation in sufficient detail to establish the merits of the protest. Evidentiary statements, if any, shall be submitted under penalty of perjury.

Protests regarding this RFP shall be filed by hand delivery or courier to the Town within three (3) business days after the protest has been informally discussed, subject to the protest actually being received no later than ten (10) calendar days before the submission of proposal submittal due date.

The protesting proposer shall have the burden of proving its protest by clear and convincing evidence. No hearing will be held on the protest. Town or its designee shall decide the protest on the basis of the written submissions. The decision shall be final and conclusive.

B. Protests Regarding Responsiveness and Qualification after Submission of Proposal

Proposer may protest the results of the evaluation process by filing a notice of protest via hand delivery or courier to the Town within five (5) calendar days. The notice of protest shall specifically state the grounds of the protest.

Failure to file a notice of protest within the applicable period shall constitute an unconditional waiver of the right to protest the evaluation or qualified process and decisions.

Town or its designee will issue a written decision regarding the protest within thirty (30) calendar days after Town receives the detailed statement of protest. Such decision shall be final and conclusive.

CONCLUSION

The Town reserves the right to accept or reject any or all request for proposals or to alter the selection process in any way, to postpone the selection process for its own convenience at any time, and to waive any defects in the request for proposals. The Town also reserves the right to accept or reject any individual sub-consultant that a candidate proposes to use.

This RFP shall in no way be deemed to create a binding contract or agreement of any kind between the Town and the consultant. By submitting a response to this RFP, the successful consultant agrees to execute an agreement with the Town in substantially the form attached to this RFP as Attachment E. The Town reserves the right to negotiate any and all terms of the agreement, including the term, scope of service and compensation.

Each candidate submitting a proposal in response to this RFP acknowledges and agrees that the preparation of all materials for submittal to the Town and all presentations, related costs and travel expenses are the candidate's sole expense and the Town shall not, under any circumstances, be

responsible for any cost or expense incurred by the candidate. In addition, each candidate acknowledges and agrees that all documentation and/or materials submitted with the RFP shall remain the property of the Town.

Each candidate should be aware that although the California public records act recognizes that certain confidential trade secret information may be protected from disclosure, the Town might not be in a position to establish that the information, which a candidate submits, is a trade secret. If a request is made for information marked "confidential", the Town will provide the candidate who submitted such information with reasonable notice to allow the candidate to seek protection from disclosure by a court of competent jurisdiction.

The selected consultant(s) shall procure at its own expense, and keep in effect at all times during the term of any agreement with the Town, the types and amounts of insurance as specified in Attachment E to this RFP.

LIST OF ATTACHMENTS:

- Attachment A – Proposal Evaluation Form
- Attachment B – Certificate of Non-collusion
- Attachment C – Proposal Summary Fact Sheet and Statement of Responsibility
- Attachment D – Scope of Work
- Attachment E – Sample Contract
- Attachment F – Preliminary Environmental Screening Form (PES)
- Attachment G – HBP Application and Project Study Report Equivalent
- Attachment H - LAPM Exhibits:
 - 10-H – Sample Cost Proposal
 - 10-I – Notice to Proposers DBE Information
 - 10-K– Consultant Certification of Contract Costs & Financial Management System
 - 10-O1, 10-O2 – Consultant Contract DBE Commitment
- Attachment I – CIP C-599 La Gonda Way Bridge Improvements

Thank you for your interest in the Town of Danville's Capital Improvement Program!

ATTACHMENT A

TOWN OF DANVILLE

SAN RAMON CREEK BRIDGE AT LA GONDA WAY BRIDGE REHABILITATION PROJECT

PROPOSAL EVALUATION SHEET

<u>CONSULTANT/FIRM NAME:</u>		
Criteria	Max Points	Rating
DBE incorporation	Pass/Fail	
Proposed plan and approach to deliver requested services	10	
Technical criteria & project understanding	25	
Relevant experience	20	
Quality of staff and professional certification for work to be done	15	
Capability of developing innovative or advanced techniques	10	
Familiarity with state and federal procedures	5	
Financial responsibility	10	
References	5	
Total	100	

Evaluator

Project Manager

Print Name: _____

Initials: _____

Signature: _____

Date: _____

Date: _____

*Notes: Higher scores are rated better. Proposals will be rated based on service capabilities, experience and criteria listed above of the prospective Consultant and all persons who will be providing services under contract.

ATTACHMENT B

TOWN OF DANVILLE

SAN RAMON CREEK BRIDGE AT LA GONDA WAY BRIDGE REHABILITATION PROJECT

PROPOSAL CERTIFICATE OF NON-COLLUSION

The undersigned certifies, under penalty of perjury, that this proposal has been made in good faith and without collusion or fraud with any other person. As used in this certification, the word "person" shall mean any natural person, business, partnership, corporation, union, committee, club or other organization, entity or group of individuals.

Printed Name of Authorized Representative

Signature

Date

ATTACHMENT C

TOWN OF DANVILLE

SAN RAMON CREEK BRIDGE AT LA GONDA WAY BRIDGE REHABILITATION PROJECT

PROPOSAL SUMMARY FACT SHEET AND STATEMENT OF RESPONSIBILITY

1. Applicant Firm Name: _____
2. Executive Director: _____
3. Contact Person: _____ 4. Title: _____
5. Address: _____
6. Email Address: _____
7. Telephone Number: _____
8. Authorized Representative's Signature: _____
9. Name and Title: _____

Certifications:

10. Are you incorporated? YES ☐ NO ☐
If YES, date of incorporation: _____
State of incorporation: _____
11. Tax Identification Number: _____

Please list the official name of the firm as submitted to the IRS:

12. Fictitious name or names, if any, under which you are doing business:
13. Do you agree to comply with specifications, Request for Proposal instructions, draft contract requirements and other pertinent references contained in this Request for Proposal?
YES ☐ NO ☐

ATTACHMENT C

14. Do you certify that all statements in the proposal are true? This shall constitute a warranty, the falsity of which shall entitle the Town to pursue any remedy authorized by law, and shall include the right, at the option of the Town, of declaring any contract made as a result thereof to be void.

YES ☐ NO ☐

15. Do you agree to provide the Town with any other information the Town determines is necessary for accurate determination of your qualifications to provide services?

YES ☐ NO ☐

16. Do you agree that the proposal amount includes all costs incident to the proposed contract?

YES ☐ NO ☐

To the best of my knowledge and belief, the information provided in this initial determination of responsibilities is true and correct.

Printed Name of Authorized Representative

Signature

Date

ATTACHMENT D

TOWN OF DANVILLE

SAN RAMON CREEK BRIDGE AT LA GONDA WAY BRIDGE REHABILITATION PROJECT

SCOPE OF WORK

The following is the proposed *Scope of Work* and understanding of the tasks required for the Town of Danville's "*San Ramon Creek Bridge at La Gonda Way Bridge Rehabilitation Project*" Request for Proposal.

It is understood that the services covered under this contract are design professional services and will be performed under the responsible charge of a Registered Engineer in the State of California. It is also understood that all work performed under this contract is considered to be performed by Consultant, whether it be by Consultant or a sub-consultant under contract to consultant.

All work shall be performed under the guidance of the *Local Assistance Procedures Manual* and the *Local Assistance Program Guidelines* as well as all current design standards applicable to the project.

TASK 1 - PROJECT MANAGEMENT AND COORDINATION

Project Management and Coordination will include the following subtasks:

Task 1.1 Project Initiation

Kick-off Meeting – Includes a meeting at the Town offices followed by a site visit. Attendees will include the Town project manager, consultant project manager and point of contact and, if available, staff from Caltrans District 4.

Preliminary Research – Includes various historic documents as: as-built plans, for the existing bridge and approach roadway, right of way, utilities, geology, maintenance etc. Town will assist in this effort to the limit of Town records.

Field Investigation – Includes data gathering on the part of the Town and consultant leading to the completion of the various reports and forms required for the funding, permitting, right of way acquisition and construction of the project.

Task 1.2 Coordination

Point of Contact – Project Manager named will be the single point of contact for maintaining liaison and coordination throughout the project with the Town's Project Manager and other team leaders.

Project Data – Town will provide available project data to the consultant.

Project Title – In reference to the project in any forms or formal written materials, consultant shall use the project title of: **La Gonda Way Bridge Improvements**.

Project Description – In reference to the project in any forms or formal written materials, consultant shall use the long project description of **La Gonda Way Bridge Improvements**.

Project Coordination with Town – Consultant will coordinate with the Town through phone conversations, emails, written memoranda, etc.

Project Work Plan – Consultant will develop, maintain and implement a detailed work plan that includes project goals and objectives, roles and responsibilities, a communication plan, project controls, scope and deliverables, schedule and budget, and the consultant's Quality Control Plan.

Project Schedule and Budget Management – Consultant will develop a project schedule outlining tasks and subtasks to be performed. The Project Schedule will include consultant's internal Quality Control process and designated Town review of submitted documents. Consultant shall update the Project Schedule monthly. Town will be included in the distribution of all schedule updates. These may be included with monthly billing.

Consultant will maintain and manage consultant team's schedule and budget and sub-consultant contracts.

Periodic Reports – Consultant shall submit progress reports at least once each month. The reports shall be sufficiently detailed for the Town to determine if consultant is performing to expectations, is on schedule, to provide communication of interim findings and to sufficiently address any difficulties or special problems encountered so remedies can be developed.

Status reports will include status of services by: task breakdown, problems encountered, percent of

services complete as of the date of the progress report and discussion of schedule changes, work products, issues currently being addressed and other items of interest as applicable.

Invoices – Consultant will prepare monthly invoices providing a summary of consultant’s work, including covered dates of service, and copies of invoices from any sub-consultants. Invoices shall include the Town’s project number and consultant agreement number. Invoices shall be consistent with the *Local Assistance Procedures Manual*, Chapter 10, Section 10.8 under “Invoicing (or Progress Payments)”.

Consultant must have paid all costs included on an invoice before seeking reimbursement from Town.

Prepayments are not allowed. The complete chain of charges through the sub-contractor levels must follow through to the invoice to Town.

Any re-submitted invoice shall be given a new invoice date. The same invoice number and date shall appear on each page of the invoice.

Prepare & Review LAPM/LAPG Project Exhibits – Consultant will review and prepare LAPM and LAPG project forms for Town’s signature and submittal to the Caltrans Office of Local Assistance.

Issue/Action Item/Decision Log – Consultant will develop and maintain a project Issue/Action Item/Decision log.

Communication – Consultant will use the project number, **C-599**, in e-mails, letters, transmittals etc.

Deliverables

- Draft and Final Project Work Plan
- Project schedule with updates as necessary, but at least each quarter
- Project LAPM/LAPG Exhibits, as needed
- Monthly invoices and progress reports
- Project log of issues, action items and decisions
- Communication documents (emails, memos, etc.)

Task 1.3 Design Quality Plan

Consultant will prepare and implement a plan for Quality Assurance and Quality Control for the Project, which will include Quality Control procedures to be used on all deliverables.

Deliverables

- Draft and Final Quality Assurance Program
- Quality Review Documentation and certification for all deliverables

Task 1.4 Project Team Meetings

Consultant will schedule, prepare for and attend Project Team Meetings with the Town to review the scope of work and project goals, schedule, task progress and issues to be addressed. Key team members will be present at each team meeting depending on items to be discussed in person at the Town offices or as a conference call. Consultant assumes a total of 6 project team meetings in the offices of the Town. Additional meetings may be requested by the Town on a time and travel basis for the consultant. Additional meetings requested by the consultant shall be considered included as a part of this agreement.

Deliverables

At a minimum the following items will be prepared and distributed:

- Meeting agendas
- Meeting materials (graphics, visual aids and other presentation items)
- Updated Issue/Action Item/Decision Log
- Updated Project Schedule
- Meeting minutes within 1 week of meeting

Task 1.5 Public Meetings

Town shall arrange 2 public meetings for informing Town Commissions.

Consultant will prepare one exhibit showing the general area around the bridge. A second exhibit will show the project area. A third exhibit will show the traffic and construction staging for the construction of the project and a fourth exhibit will show details of the bridge, proposed profile etc., with labeling suitable to a lay audience.

SERVICES TO BE PROVIDED BY TOWN

Town will make appropriate staff available for meetings and site visits.

TASK 2 - SURVEYING AND MAPPING

The topographic survey will be at a drawing scale of 1 inch = 20 feet, unless otherwise requested, with one foot contour intervals. The topographic survey will also include:

Prior to the field survey consultant shall perform a records search will call Underground Service Alert to provide utility markings in the project area.

Task 2.1 Control

Survey horizontal control shall be NAD 83, vertical control shall be NAVD88

Task 2.2 Boundary Survey

Consultant will provide surveys to determine the accurate locations of rights of way and boundary lines for property acquisition. This may include:

- Right of way and property research
- Property and right of way mapping
- Preparation of right of way plats
- Completion of legal descriptions of property and temporary construction easement acquisition
- Completion of records of surveys (as needed)

Task 2.3 Topographic Mapping

Topographic survey coverage area will include the area of the bridge consistent with Task 2.4 and Task 2.5.

Topographic survey will include all necessary work to produce a topographic map, including features such as, but not limited to: pavement; utility markings, utility poles, driveway, trees four (4) inches and larger, headwalls, bridges, retaining walls, decorative walls and any other pertinent information that could apply to the project during design.

Task 2.4 Surveying and Mapping for Roads

All road features, utilities, other surface features and certain sub-surface features must be located to allow the proper design of the project and others that might affect project design. Amongst these are:

- Existing right-of-way center lines and margins

- Beginnings and endings of: curbs, gutters, flow lines, edges of traveled way, fences, gates, guard rails and other linear features, with intermediate shots as required
- For all driveways: driveway widths. With curb and gutter, top and bottom of curb transition and the back of the ramp portion of the driveway. Without curb and gutter, elevations for top and flow line of any ditch and culvert and sufficient nearby elevations to allow for proper design of approaches.
- Bridges: centerlines, corners, wingwalls, cross section of underpassing feature and other important points.
- Other culture: signs, building corners, trees (with diameter at breast height (DBH=54") noted if greater than 4"), parking lot corners, areas outside of the right of way and any other points pertinent to the project.
- Utilities: manhole covers, manhole diameter and material, all pipe locations, sizes, materials and inverts; water valve covers; monument covers, fire hydrants; pad-mounted boxes and transformers; power poles; painted locations of underground utilities; overhead lights and utilities.
- Drainage: drop inlet location, grate dimensions and all pipe sizes, materials and inverts; catch basin location, grate dimensions, local depression dimensions, surface dimensions and all pipe sizes, materials and inverts; manhole covers, access shaft diameter and offsets to manhole, manhole diameter and material; culvert locations and dimensions and limits of any surrounding riprap; any other drainage features.
- Cross sections shall be taken at all stations ending in +00 and +50, at either end of the project and one fifty feet beyond both project limits. Cross sections shall extend to at least the right of way margin.
- At all BCs and ECs.
- Geotechnical boring sites.
- Sketches showing the arrangement of things with occasional point numbers for orientation.

Task 2.5 Surveying and Mapping for Streams

This will include stream channel cross sections. Stream data shall include:

- Channel cross sections (with the recommendations of the hydraulics engineer) downstream and upstream of the proposed bridge location.
- Approach road cross sections for 500 feet in both directions from the ends of the existing bridge consistent with Task 2.4.
- Sketches showing the arrangement of things with occasional point numbers for orientation.

Task 2.6 Aerial Photogrammetry

Consultant shall obtain Aerial photography of the bridge area, if necessary.

Task 2.7 Right of Way and Legal Descriptions

Right of Way for the project shall be delineated, exhibits produced and the legal descriptions composed for temporary construction easements necessary for construction.

Deliverables

The Town of Danville currently uses AutoCAD Civil 3D (2018) (C3D). All files submitted shall be consistent with this version.

SERVICES TO BE PROVIDED BY TOWN

Town will make appropriate staff available for meetings and site visits.

Town shall allow consultant to review all public-accessible data and information that relate to the tasking assigned.

TASK 3 - GEOTECHNICAL INVESTIGATIONS

The following are general Geotechnical needs. Project is unique and may require less effort than is included in the following or may require studies not included in the following.

Any field work performed in the right of way will be performed under an encroachment permit and include personal safety equipment and traffic control consistent with the *latest CAMUTCD*.

Task 3.1 Field Exploration

Shall include site reconnaissance and field tests.

Borings – Consultant shall perform field tests (test pits, borings, geologic reconnaissance or seismic refraction profiles) to collect subsurface information required for foundation design. This shall include locating each boring at the project site; marking out field test locations with paint or other acceptable means for Underground Service Alert notification and for utility location; logging of earth materials; groundwater depth and the depth of refusal or solid rock if either are encountered. Each boring site shall be accurately mapped per Task 2.4.

Task 3.2 Laboratory Testing

Basic Soil Characteristics – Consultant shall perform laboratory tests, as necessary, to classify and determine earth materials properties.

Corrosivity – Consultant shall perform laboratory tests to determine any corrosive properties of the soil samples, including pH, minimum resistivity and sulfate and chloride content. Consultant shall include appropriate design comments in his recommendations.

Permeability – Consultant shall perform laboratory tests to determine any permeability of the soil samples and shall include appropriate design comments in his recommendations.

Naturally Occurring Asbestos (NOA) – Consultant shall perform laboratory tests to determine the presence and concentration of NOA in the soil samples.

Other Hazardous Materials – Consultant shall also test for other hazardous materials when pertinent. These may include aerially deposited lead, asbestos-containing building materials, lead paint, metallic content of thermoplastic pavement markings and petroleum hydrocarbons.

Bearing Capacity – Consultant shall perform laboratory tests to determine the bearing capacities of the soil samples.

Task 3.3 Preliminary Foundation Report

Shall include a description of the project; a site description; geologic conditions; a summary of field explorations, laboratory testing and design recommendations. Design recommendations shall include:

Foundation Types – Consultant shall make preliminary recommendations for suitable foundation types and required foundation depths.

Foundation Capacity – Consultant shall make preliminary recommendations for anticipated foundation capacities.

Retaining Walls – Consultant shall make preliminary foundation recommendations for retaining walls.

Other Retaining Structures – Consultant shall make preliminary foundation recommendations for retaining structures at the request of the Town.

Construction Conditions and Considerations– Consultant shall address anticipated construction conditions and considerations as they might affect preliminary foundation and construction alternatives.

Geologic Hazards – Consultant shall identify any geologic hazards that may affect the project.

Task 3.4 Foundation Report

Shall include a description of the project; a site description; geologic conditions; a summary of field explorations, laboratory testing and design recommendations. Design recommendations shall include:

Grading – Consultant shall make earthwork recommendations.

Foundations – Consultant shall make foundation recommendations.

Retaining Walls – Consultant shall make foundation recommendations for retaining walls.

Other Retaining Structures – Consultant shall make foundation recommendations for other retaining structures at the request of the Town.

Pavement – Consultant shall make pavement structural section recommendations for flexible pavement, as required.

Construction Conditions and Considerations – Consultant shall address anticipated construction conditions and considerations as they might affect foundation systems and construction.

Task 3.5 Construction Services

Shall include:

Compaction – Consultant shall verify design compaction for footings, abutments etc.

Deliverables

- Draft submittals: one hard copy, and e-mailed PDF and Word DOCX (2010) files.
- Final reports: a PDF and one bound printed copy more than required by the approving agency shall be submitted to the Town. All shall be signed. The number required by the approving agency will be submitted by the Town.
- Upon approval of any report, one copy shall be submitted to the Town as a complete, uniformly bound, approved document and a duplicate PDF.
- Boring logs plotted in one or more DWG or DXF files

SERVICES TO BE PROVIDED BY TOWN

Town will make appropriate staff available for meetings and site visits.

Town shall allow the consultant to review all public-accessible data and information that relate to the tasking assigned.

TASK 4 - UTILITY COORDINATION

Thorough utility research and communication are required. To this extent, initial notification of the project should be made early in project development.

All work under this task shall be compliant with the *Local Assistance Procedures Manual*, Chapter 14 and relevant portions of the *Right of Way Manual*.

Consultant will draft and Town will send all utility letters as required to the various utilities with appropriate 35%, 50%, 65% and 100% complete plans, respectively. Requested information will include as-built plans of existing facilities in the area of the project and completion of the Caltrans Utility Information Sheet.

Consultant will determine utilities in conflict and prepare the Utility Conflict Map and the Caltrans Reports of Investigations.

Consultant will prepare the Caltrans Notices to Owners on Town letterhead and will send them to Town for printing, signature and mailing.

Consultant will also coordinate work with utilities and review facility relocation designs provided by the utility companies, including relocation schedules, to ensure they are consistent with the project construction, design and proposed ROW.

Deliverables

- Utility Conflict Map as a separate DWG file
- Utility Conflict Map as 11"x17" PDF files
- Completed Caltrans Reports of Investigation
- Completed Caltrans Notices to Owners
- Completed Utility Letters

SERVICES TO BE PROVIDED BY TOWN

Town will make appropriate staff available for meetings and site visits.

Town will send utility letters to the various utilities.

Town will sign and send the Caltrans Notices to Owner to the utilities.

TASK 5 – PRELIMINARY ENGINEERING (35% PS&E)

This task includes work required to develop and study roadway and bridge alternatives and develop a preferred project design concept for budgeting and funding purposes, environmental approval, permitting and final design. At least one alternative must include bridge replacement as an option. This work includes the following:

Task 5.1 Preliminary Roadway Design

The 35% roadway design submittal will show the initial design concept and how the major components of the project will be addressed to facilitate Town approval of the roadway geometries. Identification of project impacts, (i.e. right-of-way requirements including temporary easements for construction and utility relocations) are key objectives of the 35% PS&E. Plans will be prepared in conformance with Town, Caltrans and AASHTO standards. The proposed structural sections will be developed based on pavement design methods from Caltrans Highway Design Manual and input from the project Geotechnical Engineer. The proposed sections will be based on 20 year ADT; a truck percentage within the ADT agreed to by the Project Team, and native material R-values based on the soil survey.

Task 5.2 Prepare Preliminary Bridge Design

This task includes work required to develop three bridge concepts. Consultant will involve the Town, Caltrans and other agencies as necessary in the development of these alternatives, including the following:

- Prepare Bridge Planning Study Drawings: Prepare drawings that include preliminary plan, elevation, and typical section for three bridge alternatives on the preferred roadway alignment.
- Prepare Bridge Planning Estimates: Prepare engineer's estimate of probable cost on a cost per square foot basis for each bridge option. Costs will be based on preliminary quantities developed in general conformance with Caltrans Bridge Design Aids and will include approximately 25% contingency.

Task 5.3 Prepare Draft and Final Project Memorandum

Prepare a short technical memorandum that includes:

- Summary of the components of each alternative including preliminary plans, right-of-way (temporary easements), construction staging and access, utility relocation and accommodation, and anticipated design exceptions
- Discussion of the pros & cons of each alternative
- Preliminary Quantities and Estimated Construction Cost for each alternative
- Recommended Alternative for Final Design
- List of design decisions needed by the Town

- List of issues that will be resolved during final design

TASK 6 - ENVIRONMENTAL COMPLIANCE

This task is for the identification of the project environmental impacts and descriptions of mitigation measures to be utilized to minimize those impacts in accordance with Chapter 6 of the Local Assistance Procedures Manual.

Consultant shall prepare documents for Town to satisfy Federal and State environmental regulations. Tasks to be completed by the consultant include preparation of the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) technical studies, agency permit applications and coordination and mediation of public meetings. All documents submitted to the Town shall include a written description of the proposed project, design alternatives (if any), as well as a demonstrated purpose and need of the project. Consultant shall prepare all documents required by the Preliminary Environmental Study (PES) signed by Caltrans (Attachment F). All documents are to be completed to the satisfaction of the Town and Caltrans and consultant is responsible to make revisions and re-submit to the Town, based on comments received.

Deliverables

- Draft submittals: one hard copy, one e-mailed PDF and one Word DOCX files.
- Final reports: one printed bound copy more than that required by the approving agency shall be submitted to Town. All will have original signatures. The number required by the approving agency will be submitted by the Town.
- Upon approval of any report, one copy shall be submitted to the Town as a complete, uniformly bound, approved document and a duplicate PDF.

Task 6.1 NEPA Compliance

The PES approval letter received from Caltrans lists the NEPA compliance technical studies required for the project. The signed PES letter, found as Attachment F of this RFP package, is to be used with the information in this section as a guide to satisfy Town, Caltrans and regulatory agencies for NEPA compliance. The content and format requirements of environmental technical studies and NEPA documents prepared in support of local assistance projects must follow the guidance set forth in the current Caltrans Standard Environmental Reference (SER). These studies include:

Traffic Study – Technical Memorandum as required by the approved PES or the approving agency.

Noise studies – Technical Memorandum relating to noise and vibrations due to construction activities such as heavy equipment use.

Air Quality Conformity - MTC PM2.5 exemption email.

Hazardous Waste – Technical Memorandum shall be completed in accordance with Caltrans SER.

Water Quality – Consultant shall assume a Water Quality Assessment Report shall be completed in accordance with Caltrans SER.

Floodplains – Floodplain analyses with Caltrans Location Hydraulics Study Form and Summary Floodplain Encroachment Form.

Biological Resources - The Natural Environment Study (NES) (Minimal Impact) summarizes the potential of effects to listed plant and animal species in accordance with Caltrans SER.

Visual Resources – a Visual Resources technical memorandum addressing tree removal required with the number and species as required by the approved PES.

Community Impacts – a Community Outreach technical memorandum addressing the strategy of public outreach for the construction of the project as required by the approved PES.

Equipment Staging – Equipment staging technical memorandum describing the potential equipment staging location for the construction of the project as required by the approved PES

Cultural Resources – Section 106 requirements include development of Area of Potential Effects (APE) Maps delineating both potential archaeological sites (horizontal and vertical) and historic architecture within the project, including locations of potential project staging areas. A Historic Property Survey Report (HPSR), Historic Resources Evaluation Report (HRER) and Archeology Survey Report (ASR) in accordance with the Caltrans SER, Volume 2. Once the reports are complete, known

Cultural Resources Sites are to be identified in an updated APE Map as they relate to this specific project.

NEPA Documentation - Caltrans prepares its NEPA document, which is expected to be a NEPA Categorical Exclusion. Consultant will coordinate with Caltrans for NEPA CE documentation, and other findings, as applicable.

Task 6.2 CEQA Compliance

Consultant shall prepare the CEQA Initial Study and Mitigated Negative Declaration (IS/MND). An administrative draft shall be submitted to the Town for review and comment. Once Town comments are incorporated, consultant is responsible for preparation of the Notice of Intent to Adopt a Mitigated Negative Declaration and Notice of Completion. At the conclusion of the 30 day public review, consultant shall incorporate public and agency comments (if any) and Town-approved responses into a Final Draft IS/MND as an appendix. CEQA documents are to be completed to Town satisfaction.

Deliverables

- 15 copies of the public draft version of the IS/MND to the State Clearinghouse for circulation.
- 10 bound hard copies of the report shall be delivered to Town for local circulation.

Task 6.3 Project Permitting

Consultant shall prepare completed application packages for all required permits (and shall make corrections and revisions and resubmit as may be required), to the satisfaction and approval of the governing resource agency and the Town. These include, but are not limited to:

- ACOE, Section 404 Nationwide
- RWQCB, Section 401 Water Quality Certification
- CDFG, Section 1602 Streambed Alteration Agreement
- Plus any other applicable agencies

TOWN will submit the permit applications and any fees to the regulatory agencies.

TASK 6.4 Traffic Handling and Transportation Impact Analysis

This task is for the determination of the project's localized impacts and developing traffic handling plans for stage construction.

Data Gathering:

- Traffic Data – Consultant shall research traffic data at the impacted areas.
- Location Impact Analysis – Consultant shall evaluate existing project setting and evaluate localized impacts to adjacent businesses and residents during construction.

Transportation Impact Analysis

- This report shall be prepared as a part of the environmental process.
- Analysis of impacts to be conducted for project – specific impacts including traffic, transit, pedestrian, parking, bicycle freight loading and service passenger loading and construction impacts.
- Analysis traffic and pedestrian detours required for construction staging.
- The report shall be entitled: *Transportation Impact Analysis*

Transportation Mitigation Measures

- Identify mitigation measures required to deal with impacts determined.
- Develop Traffic Handling Plan

Task 6.5 Supplemental Activities

If any studies require special equipment, labor or other resources, all arrangements will be made and implemented by consultant. Depending on scope, a contract amendment shall be issued.

Activities in the Right of Way – Any work performed in the Town right of way will require an Encroachment Permit prior to work.

Activities Outside the Right of Way – This work will require a Permission to Enter Agreement form completed by Town. Any excavation on private property will require additional notice to the property owner. An erosion control plan will be required and the property left in a condition suitable to the property owner and the Town.

SERVICES TO BE PROVIDED BY TOWN

Town will make appropriate staff available for meetings and site visits.

Town will review all reports for approval: either as the approving agency or prior to submittal to an approving agency.

Town will file the Notice of Determination with the City Clerk.

Town will prepare any needed Permission to Enter documents for access to private property.

TASK 7 - HYDROLOGY AND HYDRAULICS

This task is for the determination of the project's adequacy in conveying the design storms in accordance with Chapter 11 of the *Local Assistance Procedures Manual* and *Memo to Designers 1-23*.

Task 7.1 Data Gathering

Record Data – Consultant shall research historic hydraulic reports, flood plain analyses and mapping, Flood Insurance Rate Maps and other sources for input to and verification of the studies.

Task 7.2 Planning Hydrology and Hydraulics Report

This report shall be prepared as a part of the environmental process.

Modeling shall include the 10- and 100-year recurrence events. Flow results will be used for the existing bridge geometry and calibrated against gage data, field observations of high water marks and anecdotal data.

Hydrology and hydraulics shall be modeled using software packages listed in Table 808.1, *Summary of Related Computer Programs and Web Applications*, in the Caltrans *Highway Design Manual*.

The report will discuss the method and approach for the hydrologic analysis including strong justification for using data and results from other basins. Also covered will be the steps taken to stabilize any numeric instabilities encountered during the modeling effort.

The report shall be entitled: *Preliminary Hydraulic Report*.

Task 7.3 Design Hydrology and Hydraulics Report

Modeling shall include the 10- and 100-year recurrence events. Flow results will be used for the proposed bridge geometry for the three options being considered.

This report shall be an extension of the Preliminary Hydraulic Report of Task 6.2 and shall use the same numeric modeling program and carry the same requirements for calibration.

The target freeboard for the new bridge shall be one foot in the 100-year event.

The report shall be entitled: *Final Hydraulic Report*. When either the *Location Hydraulic Study* or *Summary Floodplain Encroachment Report* is required, they shall be added as sub-titles to the report and included as appendices.

Deliverables

- Draft submittals: one hard copy, and e-mailed PDF and Word DOCX (2010) files.

- Final submittals: one printed bound copy more than required by the approving agency shall be submitted to the Town. All will be signed. The number required by the approving agency will be submitted by the Town.
- Upon approval of any report, one copy shall be submitted to the Town as a complete, uniformly bound, approved document and a duplicate as a PDF.

SERVICES TO BE PROVIDED BY TOWN

Town will make appropriate staff available for meetings and site visits.

TASK 8 – FINAL DESIGN

Task 8.1 65% Plans, Specifications and Estimate Submittal

Upon approval of 35% PS&E by the Town and Caltrans and upon receiving environmental clearance (both NEPA and CEQA), the consultant will prepare and submit the draft plans, specifications, and estimate to the Town.

Bridge Design

Consultant will prepare structural calculations and bridge plans for the bridge type and configuration agreed upon during the Preliminary Engineering task. This submittal will represent complete, unchecked set of bridge construction documents to be submitted to the Town. The bridge design will be performed in general accordance with the following:

- California Department of Transportation (Caltrans) 2015 Standard Plans & 2015 Specifications
- Caltrans Bridge Design & Detailing Manuals
- AASHTO LRFD Bridge Design Specifications with 2006 Interims and Caltrans Addenda (Blue Sheets)
- Caltrans Seismic Design Criteria (latest version)

Approach Roadway Design

Consultant will prepare the approach roadway design in general conformance with Town Standards, Contra Costa County Standards, AASHTO "A Policy on Geometric Design of Highways and Streets" and the Caltrans Highway Design Manual, Caltrans 2015 Standard Specifications and 2015 Standard Plans. Final grading and drainage details will be developed as well as new/existing roadway conformance details, as required.

Engineer's Estimate of Probable Construction Cost

Consultant will provide cost estimates at the 65% PS&E design submittal. Consultant will prepare detailed quantities in accordance with Caltrans 2015 Standard Specifications and payment items. The engineer's estimate of probable construction cost ("Marginal Estimate") for the project will be prepared using the most recent and relevant Caltrans Cost Data, consultants cost data, as well as any other relevant cost data.

Contract Specifications/Special Provisions

Consultant will prepare the contract Special Provisions for the project based in General on Caltrans 2015 Standard Special Provisions, Caltrans 2015 Standard Specifications, and acceptable construction industry standards.

Deliverables:

- Three full-size sets of 65 percent plans (22X34)
- One half-size set of 65 percent plans (11X17)
- Three sets of annotated Special Provisions
- Three copies of Cost Estimate
- One set of all draft (unchecked) Design Calculations
- Plans, special provisions and cost estimate as PDF

Task 8.2 90% PS&E Submittal

The 65% PS&E will be sufficiently completed by consultant so that an independent bridge design check can be completed. An independent engineer, who was not involved in the design will re-analyze the bridge, verify member capacities and review the special provisions for the bridge. The checker will provide a list of comments and a set of "red-marked" plans that communicate issues uncovered during the preparation of the independent check. Issues raised by the checker will be discussed with and resolved by the designer and checker. The final design will reflect agreement between the two engineers.

Task 8.2.1 Response to Comments

Consultant will provide written responses to Independent Check comments and County comments to 65% PS&E.

Task 8.2.2 Update Bridge and Roadway PS&E

Consultant will update the PS&E based on the agreement and resolution of comments for final submittal to the Town. This submittal will represent the final contract documents that will be issued for bid and construction.

Deliverables

- Three full-size sets of plans (22 x 34)
- Two half-size set of plans (11 x 17)
- Three sets of annotated Special Provisions
- Three copies of Cost Estimate
- Three sets of checked Bridge Design Calculations
- Three sets of Foundation Report with Log of Test Borings
- Three sets of Hydraulic Design Report

Task 8.3 100% Plans, Specifications and Estimate Submittal

Following the reviews by the County, agreed-upon revisions shall be made to the 90% PS&E. The specifications, plans, and other bid documents will be submitted to the Town for final approval.

Deliverables

- Two complete sets of 100% plans (bond; D-sized, 22"x34") for approval
- Three sets of 100% Bidding Documents
- Two sets of approved design calculations
- Two sets of quantities calculations
- Approved design calculations as PDF
- Project Design Report as PDF
- One complete set of approved plans and complete project manual as PDF
- One set of quantities calculations as PDF

Task 8.4 Final Plans, Specifications and Estimate Submittal

After receipt of final approval, an original set of stamped and signed plans and an engineer's estimate will be submitted to the Town for its use in soliciting construction bids. The consultant shall provide the quantity calculations to the Town for use in administering the contract.

Deliverables

- One set of Mylar Final plans
- Final Plans on flash drive. Plans shall be in a format compatible with AutoCAD Civil 3D 2018.
- Bidding Documents on flash drive in MS Word and PDF format
- Engineers Estimate on flash drive in MS Excel and PDF format
- Three full-size sets of Plans (22 x 34)
- Two sets of independently checked Bridge Design Calculations
- Two sets of independently checked Quantity Calculations

SERVICES TO BE PROVIDED BY TOWN

Town will make appropriate staff available for meetings and site visits.

Town will review all reports and plans for approval: either as the approving agency or prior to submittal to an approving agency.

TASK 8 - RIGHT OF WAY

Town may request Right-of-Way services if necessary. Work will be scoped after selection of the preferred bridge alternative.

Consultant would provide real property appraisal, appraisal review, acquisition, relocation services, and possibly utility coordination assistance.

Right of way assistance will typically be related to rights-of-way in fee; utility, slope and drainage easements and temporary construction easements.

Provide Right of Way Agent Appraisal components include land value, severance values, and costs to cure. Expertise in the appraisal of agricultural, residential, industrial and commercial properties will be required.

Consultant is expected to fully comply with all federal and state laws with regards to acquisitions for the project, as well as those procedures and policies utilized by the Town. Consultant shall provide Town with all written documentation as is required for federally funded and state funded projects.

Deliverables

- Complete Right of Way Certification Document from LAPM
- One original of each deed recorded
- One copy of the file for each property
- One PDF of the file for each property

SERVICES TO BE PROVIDED BY TOWN

Town will make appropriate staff available for meetings and site visits.

Town will review all reports and plans for approval: either as the approving agency or prior to submittal to an approving agency.

TASK 10 - CONSTRUCTION ASSISTANCE

Town will require the assistance of consultant for construction assistance. A contract amendment shall be issued for this task, if needed.

This will include, but is not limited to:

- Bid Support
- Shop drawing review
- Drawing Revisions as needed
- Field Support
- Quality control survey

Deliverables

- Copy of approved shop drawings for Town records

SERVICES TO BE PROVIDED BY TOWN

Town will make appropriate staff available for meetings and site visits.

ATTACHMENT D

PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT is entered into as of the __ day of _____, 2017, by and between the Town of Danville, therein called the "Town", and _____ herein called the "Consultant".

RECITALS

WHEREAS, Town is planning to design and construct the La Gonda Way Bridge Improvements, CIP C-599; and

WHEREAS, Town solicited proposals for professional engineering consulting services; and

WHEREAS, Town has reviewed the proposals and determined that Consultant possesses the skill, experience and certifications required to provide the services required by the Town; and

WHEREAS, Town desires to retain Consultant to provide professional engineering consulting services to include project management, preliminary engineering, plan, specifications, and estimate (PS&E), bidding, and other compliance tasks as described per Exhibit A ("Scope of Work"), to the satisfaction of the Town, State, Federal Highway Administration (FHWA) and other jurisdictional agencies. Consultant shall document the results of the work to the satisfaction of the Town, the State and FHWA under the terms and conditions set forth in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and conditions identified herein, the parties mutually agree as follow:

1. **Scope of Services:** Subject to such policy direction and approvals as the Town through its staff may determine from time to time, Consultant shall perform the services set out in the proposal attached hereto as Exhibit A and incorporated herein by reference. All work performed and billed to the Town by the Consultant shall be grant eligible in accordance with the Caltrans Local Assistance Procedures Manual (LAPM), unless otherwise directed by the Town, in writing. Consultant shall not receive compensation for any services provided outside the scope of services specified in the Consultant's proposal unless the Town, prior to Consultant performing the additional services, approves such additional services in writing.
2. **Time for Performance:** The services of Consultant are to commence upon the execution of this Agreement and shall continue until all authorized work is approved by Town. Specific times for performance, if any, are specified in Exhibit A, attached hereto and incorporated herein. Time is of the essence in the performance of the services under this Agreement. The failure of Consultant to adhere to the schedule, unless mutually agreed upon, may result in termination of the Agreement by Town. Notwithstanding the above, Consultant shall not be responsible for delay caused by reason of strikes, lockouts, accidents, acts of God or delay caused by the Town.
3. **Compensation and Method of Payment:**

A. Compensation: The compensation to be paid to Consultant shall be at the rate and schedule of payment as set forth in Exhibit A, which is attached hereto and incorporated herein. However, in no event shall Consultant's compensation exceed _____ (\$_____). Payment by Town under this Agreement shall not be deemed a waiver of defects, even if such defects were known to the Town at the time of payment.

B. Method of Payment:

1. Monthly Statements: As a condition precedent to any payment to Consultant under this Agreement, Consultant shall submit monthly to the Town a statement of account which clearly sets forth the designated items of work for which the billing is submitted. Each statement of account shall also include a detailed record of the month's actual revenue reimbursable expenditures.

2. Timing of Payment: Town shall review Consultant's monthly statement and pay Consultant for services rendered hereunder at the rates if acceptable and in the amounts provided hereunder on a monthly basis in accordance with the approved monthly statements.

4. **Liability of Members and Employees of Town**: No member of the Town and no other officer, employee or agency of the Town shall be personally liable to Consultant or otherwise in the event of any default or breach of the Town, or for any amount which may become due to Consultant or any successor in interest, or for any obligations directly or indirectly incurred under the terms of this Agreement.

5. **Hold Harmless**: To the fullest extent permitted by law, Consultant shall indemnify, defend and hold harmless the Town, its officers, employees and agents (collectively the "Indemnified Parties") from and against all claims, damages, losses and expenses, including but not limited to reasonable attorneys' fees, that arise out of, pertain to or relate to the negligence, recklessness or willful misconduct of Consultant or its employees in the performance of this Agreement. This indemnity shall apply to all claims and liability regardless of whether any insurance policies are applicable. The policy limits do not act as a limitation upon the amount of indemnification to be provided by Consultant.

Notwithstanding the foregoing, nothing herein shall be construed to require Consultant to indemnify the Indemnified Parties from any claim arising from the sole or active negligence or willful misconduct of the Indemnified Parties.

6. **Relationship between the Parties**: Consultant is, and at all times shall remain, an independent contractor, not an agent or employee of the Town. Consultant shall be solely responsible for all acts of its employees, agents or subconsultants, including any negligent acts or omissions. Consultant shall have no authority to act on behalf of the Town or to bind the Town to any obligation whatsoever, unless the Town provides prior written authorization to Consultant. As an independent contractor, Consultant shall not be entitled

to any benefit, right or compensation from the Town other than those provided for in this Agreement.

7. **Ownership of Work:** All documents furnished to Consultant by Town and all reports and supportive data prepared by Consultant by this Agreement are Town's property and shall be given to Town at the completion of Consultant services. Town acknowledges that documents and supportive data prepared by Consultant have been prepared exclusively for and are fit exclusively for the purposes contemplated under this Agreement. If the Town reuses such documents prepared by Consultant for purposes other than those contemplated under this agreement without the written consent of Consultant, the Town will hold harmless, indemnify and defend the Consultant, its agents, subconsultants and employees from any and all claims arising out of such reuse.
8. **Responsibility for Errors:** Consultant shall be responsible for its work and results under this Agreement. Consultant, when requested, shall furnish clarification and/or explanation as may be required by the Town or the Town's representative, regarding any services rendered under this Agreement at no additional cost to the Town. In the event that an error or omission attributable to Consultant occurs, the Consultant shall, at no cost to the Town, provide all necessary design drawings, estimates and other Consultant professional services necessary to rectify and correct the matter to the sole satisfaction of the Town and participate in any meeting required with regard to the correction.
9. **Compliance with Laws:** Consultant shall use due professional care to comply with all applicable federal, state and local laws, codes, ordinances and regulations. Consultant represents to Town that it has, and will maintain through the term of the Agreement, all licenses, permits, qualifications, insurance and approvals of whatsoever nature which are legally required for Consultant to practice its profession. Consultant shall obtain a Town of Danville Business License and maintain said license through the duration of the contract.
10. **DBE Participation Requirements:** The Town has established a Disadvantaged Business Enterprise ("DBE") participation goal of 11% for this Agreement. The Consultant shall be fully informed respecting Part 26, Title 49, Code of Federal Regulations, which is incorporated by reference, and is urged to obtain DBE participation. Participation by a DBE Consultant or subconsultants shall be in accordance with information contained in the Consultant Proposal DBE Commitment (Exhibit 10-O1), or Consultant Contract information (Exhibit 10-O2). For agreements with no DBE participation goal, only Exhibit 10-O2 must be included by the Consultant.

It is the policy of the Town that certified DBE firms shall have the maximum opportunity to participate in the performance of agreements financed in whole or in part with federal funds. The Consultant shall ensure that certified DBE firms, as defined in said Code of Federal Regulations, have the maximum opportunity to participate in the performance of this Agreement and shall take all necessary and reasonable steps, as set forth in said Part 26, for such assurance. The Consultant shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of subconsultant. Failure to carry out the requirements of this paragraph shall constitute a breach of the Agreement and may

result in termination of this Agreement or such other remedy the Town may deem appropriate.

If DBE participation is obtained, the Consultant shall maintain records of all subconsultant agreements entered into with DBE subconsultants and records of materials purchased from DBE suppliers. Such records shall show each subconsultant's and vendor's name and address and the actual dollars paid to each. Upon completion of the Agreement, a summary of these records shall be prepared, certified correct and submitted on the form "FINAL REPORT - UTILIZATION OF DISADVANTAGED BUSINESS ENTERPRISES (DBE), FIRST - TIER SUBCONTRACTORS" Form 17-F of the LAPM, or equivalent, by the Consultant to the Town's Contract Administrator showing total dollars paid to each DBE subconsultant and supplier.

Any DBE firm working as a subconsultant under this Agreement must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing, and supervising the work.

The Consultant shall make every reasonable effort to replace a certified DBE firm that is unable to perform the provisions of this Agreement with another certified DBE firm. The "Notice to Proposers Disadvantaged Business Enterprise Information" (Exhibit 10-I of the LAPM) is included in this Agreement.

10. **Insurance:**

- A. **Minimum Scope of Insurance:** Prior to commencing work and during the entire term of the Agreement, Consultant shall procure and maintain the following insurance policies in these minimum amounts:
1. Insurance Services Office Commercial General Liability Coverage (occurrence Form CG 0001), two million dollars (\$2,000,000) per occurrence for bodily injury, personal injury, and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement, or the general aggregate limit shall be at least twice the required occurrence limit.
 2. Insurance Services Office Form Number CA 0001 covering Automobile Liability, Code 1, two million dollars (\$2,000,000) per accident for bodily injury and property damage.
 3. Workers' Compensation as required by the State of California, and Employers' Liability Insurance, one million dollars (\$1,000,000) per accident for bodily injury or disease.
 4. Errors and Omissions Liability: One million dollars (\$1,000,000) per claim.

- B. Endorsements: Each general liability and automobile liability insurance policy shall be endorsed with the following specific language:
1. The Town of Danville, its elected and appointed officers, employees and agents are to be covered as additional insureds with respect to liability arising out of work performed by or on behalf of the Consultant.
 2. For any claims related to this Agreement, Consultant's insurance coverage shall be considered primary insurance as respects the Town, its elected and appointed officers, employees and agents. Any insurance or self-insurance maintained by the Town, its elected and appointed officers, employees and agents shall be excess of the Consultant's insurance and shall not contribute with it.
 3. This insurance shall act for each insured and additional insured as though a separate policy had been written for each. This, however, will not act to increase the limit of liability of the insuring company.
 4. The insurer waives all rights of subrogation against Town, its elected and appointed officers, employees and agents.
 5. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the Town, its elected and appointed officers, employees and agents.
 6. Each insurance policy required by this Agreement shall provide that coverage shall not be canceled, except after 30 days prior written notice has been given to the Town.
- C. Verification of Coverage: Consultant shall provide to the Town all certificates of insurance with original endorsements affecting coverage required by this paragraph. Certificates of such insurance shall be filed with the Town on or before commencement of performance of this Agreement. The Town reserves the right to require complete, certified copies of all required insurance policies at any time.
- D. Acceptability of Insurers: All insurance companies providing coverage to Consultant for purposes of this Agreement shall be authorized by the Insurance Commissioner of the State of California to transact business within the State of California and shall an A.M. Best's rating of no less than "A:VII".
- E. Deductibles and Self-Insured Retentions: Any deductibles or self-insured retention's must be declared to and approved by the Town. At the Town's option, Consultant shall demonstrate financial capability for payment of such deductibles or self-insured receptions.

11. Assignment and Subcontracting: The parties recognize that a substantial inducement to

Town for entering into this Agreement is the professional reputation, experience and competence of Consultant. Therefore, Consultant may not assign any right or obligation pursuant to this Agreement without the prior written permission of Town. Furthermore, except as provided for in Exhibit A, Consultant shall not subcontract any portion of the work to be performed under this Agreement without the prior written consent of Town. Any assignment of any right or obligation or subcontracting of any work without Town consent shall be void and of no effect.

12. **Prevailing Wages:** Prior to commencing work, Consultant shall confer with Town to determine whether the work to be performed is subject to the payment of prevailing wages as determined by the Department of Industrial Relations. If the work is determined subject to prevailing wages, Consultant shall be responsible for compliance with the applicable wage orders and shall provide the Town with certified payrolls for all work performed.
13. **Nondiscrimination:** Consultant shall not discriminate against any person related to the performance under this Agreement (including any employee or applicant) on the basis of race, color, religious creed, national origin, gender, physical or mental disability, marital status, or sexual orientation.
14. **Termination of Agreement:** The Town may terminate this Agreement without cause upon giving seven days written notice to Consultant. In the event of such a termination, Consultant shall be entitled to any compensation owed for services rendered up to the effective date of termination.
15. **Amendment:** This Agreement constitutes the complete and exclusive statement of the Agreement to Town and Consultant. It may be amended or extended from time-to-time by written agreement of the parties hereto.
16. **Litigation Costs:** In the event either party commences legal action to enforce this Agreement, the prevailing party shall be entitled to reasonable costs and expenses, including attorneys' fees.
17. **Written Notification:** Any notice, demand, request, consent, approval, or communications that either party desires or is required to give to the other party shall be in writing and either served personally or sent by prepaid, first class mail. Any such notice, demand, etc., shall be addressed to the other party at the address set forth herein below. Either party may change its address by notifying the other party of the change of address. Notice shall be deemed communicated within 48 hours from the time of mailing if mailed as provided in this section.

If to Town: Town of Danville
 Engineering Department
 510 La Gonda Way
 Danville, CA 94526

If to Consultant: [name and address of consultant]

18. **Waiver:** Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision of the Agreement.
19. **Execution:** This Agreement may be executed in several counterparts, each of which shall constitute one and the same instrument and shall become binding upon the parties when at least one copy hereof shall have been signed by both parties hereto. In approving this Agreement it shall not be necessary to produce or account for more than one such counterpart.
20. **Venue:** In the event that suit shall be brought by either party hereunder, the parties agree that trial of such action shall be held exclusively in a state court in the County of Contra Costa, Martinez, California.

IN WITNESS WHEREOF, the Town and Consultant have executed this Agreement as of the date first above written.

TOWN OF DANVILLE

CONSULTANT

By: _____
Joseph A. Calabrigo
Town Manager

By: _____
Title: _____

APPROVED AS TO FORM

By: _____
Robert B. Ewing - City Attorney

ATTEST

By: _____
Marie Sunseri - City Clerk

ATTACHMENT F

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

Office of Local Assistance
P.O. BOX 23660, MS-10B
OAKLAND, CA 94623-0660
PHONE (510) 286-6371
FAX (510) 286-5229
TTY 711
www.dot.ca.gov



*Making Conservation
A California Way of Life.*

June 22, 2017

Steven Jones
Town of Danville
510 La Gonda Way
Danville, CA 94526

Your ref: BHLS-5434 (024) La Gonda Way over Danville Creek Bridge Retrofit

Dear Mr. Jones:

Our office is in receipt of the Section 106 requirements for the proposed La Gonda Way over Danville Creek Bridge Retrofit project. The Preliminary Environmental Study (PES) Form has been signed by Cultural Resources Professionally Qualified Staff. Similarly, the District Local Assistance Engineer (DLAE) and the Environmental Planner Designee have affixed their signatures to the document. The environmental scoping is therefore complete.

The following studies are required as per the PES:

1. Traffic – Technical Memorandum (traffic control and detour plan)
2. Noise – Technical Memorandum (construction-related noise; town noise ordinance)
3. Air Quality Conformity – MTC PM2.5 exemption email
4. Hazardous Materials – Technical Memorandum (lead paint testing commitment)
5. Water Quality – Technical Memorandum (construction BMPs) [subject to change to a Water Quality Assessment Report if there will be in-creek work]
6. Floodplain – Location Hydraulic Study and Summary Floodplain Encroachment Report
7. Biological Resources – Natural Environment Study (critical habitat and species; tree removal and replanting) [Biological Assessment will be required if a 'no effect' conclusion cannot be reached]
8. Visual Resources – Technical Memorandum (tree removal and replanting plan)
9. Community Impacts – Technical Memorandum (public outreach, particularly to two adjacent schools)
10. Cultural Resources – APE Map, HPSR (ASR, HRER [if necessary]) [see attached Section 106 Request for Studies memo]

ATTACHMENT F

BHLS-5434 (024)
June 22, 2017
Page 2

Please prepare those studies at your earliest convenience and submit them to our office for review.

If you have any questions regarding this letter, please contact Sophie Young at (510) 286-5250.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Holstein".

Tom Holstein
Senior Environmental Planner
Office of Local Assistance

ATTACHMENT F

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

*Making Conservation
a California Way of Life.*

To: TOM HOLSTEIN
Senior Environmental Planner
Office of Local Assistance, District 4

Date: June 16, 2017
File: 04-CC
Town of Danville
La Gonda Way over Danville
Creek Bridge Retrofit

Attn: Sophie Young

From: KAREN (CARRIE) REICHARDT 
Senior Environmental Planner
Office of Local Assistance, District 4

Federal Aid #: BHLS-5434 (024)

Subject: Section 106 Review of the Preliminary Environmental Studies (PES) Form for the Proposed La Gonda Way over Danville Creek Bridge (Bridge No. 28C-0335) Retrofit Project in the Town of Danville in Contra Costa County.

The Town of Danville (Town), in cooperation with the California Department of Transportation (Caltrans), District 4, proposes to seismically retrofit the existing bridge that carries La Gonda Way over Danville Creek (Bridge No. 28C-0335) near the intersection of La Gonda Way and Danville Boulevard in the Town of Danville in Contra Costa County. The work will consist of widening the existing two-lane bridge to include lane, shoulder, and sidewalk widening in order to comply with current standards. Roadway lanes will be widened to 12 feet with eight foot wide shoulders and five to six foot wide sidewalks. The centerline will remain in its current alignment. The deck of the bridge will be rehabilitated with methacrylate. In order to accommodate the widening of the existing bridge, piles will need to be installed into the creek channel to a maximum depth of 20 feet below ground surface. Utilities may need to be relocated in order to complete the project.

The Town may need to acquire new right of way or temporary construction easements in order to complete the undertaking.

Caltrans, acting as the federal lead agency under the delegated authority of the Federal Highway Administration (FHWA), is providing project oversight as federal funds are involved. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans. The studies for this undertaking were carried out by Caltrans Professionally Qualified Staff (PQS) Karen Reichardt, Principal Investigator—Prehistoric and Historical Archaeology, in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA). A copy of the PA can be found at the Division of Environmental Analysis website: <http://www.dot.ca.gov/hq/env/cultural/index.htm>.

ATTACHMENT F

04-CC La Gonda Way Over Danville Creek Bridge Retrofit, Town of Danville

BHLS-5434 (024)

June 16, 2017

Page 2

This undertaking has the potential to affect historic properties; therefore the following documents should be prepared for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA). Guidance for completing these documents may be found online at Caltrans' Standard Environmental Reference website: <http://www.dot.ca.gov/ser/vol2/vol2.htm>.

Area of Potential Effects (APE) Map

This map depicts the area that will be affected by the project, including staging areas, access roads, utility relocation, temporary bridges, right-of-way acquisition, and temporary construction easements. The map should be plotted on an aerial photographic or other base at a scale of approximately 1 inch = 200 feet or greater. A maximum size of 11 inches by 17 inches is preferred, using multiple sheets as necessary for inclusion in the required reports listed below. Typically, two APE lines are depicted: the Archaeological APE, which includes all areas of direct impact, and the Architectural APE, which will additionally include the entirety of all parcels from which there will be a right-of-way acquisition or temporary easement for construction or detour. The APE map should have a title block that includes the project name, federal ID number, and signature lines for the Caltrans PQS and Local Assistance Engineer, as well as the local agency representative. The APE map should be transmitted to Caltrans for signatures prior to the completion of the HPSR. A signed copy of the map will then be returned to the agency or its consultant for inclusion in the reports.

Historic Property Survey Report (HPSR)

The HPSR serves as a summary report to which the Archaeological Survey Report and Historic Resource Evaluation Report are attached. The HPSR also documents consultation with interested parties, including Native American groups, and presents the project description and mapping. The standard HPSR form is available online at http://www.dot.ca.gov/ser/vol2/hpsr_form.dotx.

Archaeological Survey Report (ASR)

This report is needed to document the studies undertaken to demonstrate the presence or absence of archaeological resources within the Archaeological APE. If resources are identified, they must be evaluated for their eligibility for listing on the National Register of Historic Places. A professionally-qualified archaeologist, as described in Attachment I of the PA, must complete this report.

Historical Resources Evaluation Report (HRER)

This report provides a historic context for the area and evaluates buildings, structures, objects, landscapes, and districts within the Architectural APE. All resources that are not exempt from evaluation under Attachment 4 of the PA should be documented and evaluated for eligibility for listing on the National Register of Historic Places. If no such resources are present, this report may not be needed. This report must be completed by a professionally-qualified architectural historian as described in Attachment 1 of the PA.

Please note that the assessments may change if there are alterations made to the proposed activities or the project boundaries. Draft APE map and documents may be forwarded for review as they are produced. If you have any questions about this memo or about the Section 106

ATTACHMENT F

04-CC La Gonda Way Over Danville Creek Bridge Retrofit, Town of Danville

BHLS-5434 (024)

June 16, 2017

Page 3

compliance process, please contact Karen Reichardt at 510-286-5530 or via email at karen.reichardt@dot.ca.gov.

cc: OLA Files

EXHIBIT 6-A PRELIMINARY ENVIRONMENTAL STUDY (PES)

Federal Project No.: <u>BHLS-5434(024)</u> (Federal Program Prefix-Project No., Agreement No.)	Final Design: <u>March 1, 2018</u> (Expected Start Date)
--	--

To: <u>Kevin Tran</u> (District Local Assistance Engineer) <u>Caltrans District 4</u> (District) <u>PO Box 23660, MS 10-B, Oakland, CA 94623</u> (Address) <u>kevin.t.tran@dot.ca.gov</u> (Email Address)	From: <u>Town of Danville</u> (Local Agency) <u>Steven Jones, P.E. 925-314-3339</u> (Project Manager's Name and Telephone No.) <u>510 La Gonda Way, Danville, CA 94526</u> (Address) <u>sjones@danville.ca.gov</u> (Email Address)
---	--

Is this Project "ON" the State Highway System? ☐ Yes ☒ No **IF YES, STOP HERE** and contact the District Local Assistance Engineer regarding the completion of other environmental documentation.

Federal State Transportation Improvement Program (FSTIP) http://www.dot.ca.gov/hq/transprog/fedpgm.htm http://www.dot.ca.gov/hq/transprog/ofmp.htm	<u>2017-03</u> (Currently Adopted Plan Date)	<u>24</u> (Page No. __ attach to this form)
--	---	--

Programming for FSTIP:	Preliminary Engineering	Right of Way	Construction
<u>2016/17</u> (Fiscal Year)	<u>\$ 600,000</u> (Dollars)	<u>2019/20</u> (Fiscal Year)	<u>\$ 100,000</u> (Dollars)
		<u>2020/21</u> (Fiscal Year)	<u>\$ 3,061,520</u> (Dollars)

Project Description as Shown in RTP and FSTIP: GL: Bridge Rehab/Recon.

Detailed Project Description: (Describe the following, as applicable: purpose and need, project location and limits, required right of way acquisition, proposed facilities, staging areas, disposal and borrow sites, construction activities, and construction access.)

BRIDGE NO. 28C0335, LA GONDA WAY, OVER SAN RAMON CREEK, AT DANVILLE BLVD. Widen existing two-lane bridge to include standard lane width, shoulder and sidewalk.
current lane width 11' → new lane width 12' with 8' shoulder and 5-6' sidewalk
centerline remains in same place. Rehab deck. (Continue description on "Notes" sheet, last page of this Exhibit, if necessary) (old 3')
(see attached project description on page 6-03(B))

Preliminary Design Information:

Does the project involve any of the following? Please check the appropriate boxes and delineate on an attached map, plan, or layout including any additional pertinent information.

Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Widen existing roadway	<input checked="" type="checkbox"/> Ground disturbance	<input checked="" type="checkbox"/> Easements
<input type="checkbox"/> Increase number of through lanes	<input type="checkbox"/> Road cut/fill	<input type="checkbox"/> Equipment staging
<input type="checkbox"/> New alignment	<input checked="" type="checkbox"/> Excavation: anticipated maximum depth <u>20FT</u>	<input type="checkbox"/> Temporary access road/detour
<input type="checkbox"/> Capacity increasing—other (e.g., channelization)	<input type="checkbox"/> Drainage/culverts	<input checked="" type="checkbox"/> Utility relocation
<input type="checkbox"/> Realignment	<input type="checkbox"/> Flooding protection	<input type="checkbox"/> Right of way acquisition (if yes, attach map with APN)
<input checked="" type="checkbox"/> Ramp or street closure	<input type="checkbox"/> Stream channel work	<input type="checkbox"/> Disposal/borrow sites
<input checked="" type="checkbox"/> Bridge work	<input checked="" type="checkbox"/> Pile driving	<input type="checkbox"/> Part of larger adjacent project
<input checked="" type="checkbox"/> Vegetation removal	<input checked="" type="checkbox"/> Demolition	<input type="checkbox"/> Railroad
<input checked="" type="checkbox"/> Tree removal		

Required Attachments:

Exhibit 6-A
Preliminary Environmental Study (PES) Form

Local Assistance Procedures Manual

- ☒ Regional map ☒ Project location map ☒ Project footprint map (existing/proposed right of way)
☒ Engineering drawings (existing and proposed cross sections), if available ☐ Borrow/disposal site location map, if applicable
(Note: all maps (except project location map and regional maps) should be consistent with the project description (minimum scale: 1" = 200').)
☒ Notes to support the conclusions of this checklist/project description continuation page (attached)

Examine the project for potential effects on the environment, direct or indirect and answer the following questions. The "construction area," as specified below, includes all areas of ground disturbance associated with the project, including staging and stockpiling areas and temporary access roads.

Each answer must be briefly documented on the "Notes" pages at the end of the PES Form.

A. Potential Environmental Effects	Yes	To Be Determined	No
General			
1. Will the project require future construction to fully utilize the design capabilities included in the proposed project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Will the project generate public controversy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise			
3. Is the project a Type I project as defined in 23 CFR 772.5(h); "construction on new location or the physical alteration of an existing highway, which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes"?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Does the project have the potential for adverse construction-related noise impact (such as related to pile driving)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air Quality			
5. Is the project in a NAAQS non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the project exempt from the requirement that a conformity determination be made? (If "Yes," state which conformity exemption in 40 CFR 93.126, Table 2 applies): _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is the project exempt from regional conformity? (If "Yes," state which conformity exemption in 40 CFR 93.127, Table 3 applies): _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. If project is not exempt from regional conformity, (If "No" on Question #7) Is project in a metropolitan non-attainment/maintenance area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is project in an isolated rural non-attainment area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is project in a CO, PM10 and/or PM2.5 non-attainment/maintenance area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials/Hazardous Waste			
9. Is there potential for hazardous materials (including underground or aboveground tanks, etc.) or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, etc.) within or immediately adjacent to the construction area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality/Resources			
10. Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Is the project within a designated sole-source aquifer?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Coastal Zone			
12. Is the project within the State Coastal Zone, San Francisco Bay, or Suisun Marsh?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplain			
13. Is the construction area located within a regulatory floodway or within the base floodplain (100-year elevation of a watercourse or lake)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic Rivers			
14. Is the project within or immediately adjacent to a Wild and Scenic River System?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Biological Resources			
15. Is there a potential for federally listed threatened or endangered species, or their critical habitat or essential fish habitat to occur within or adjacent to the construction area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ATTACHMENT F

- | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|
| 16. Does the project have the potential to directly or indirectly affect migratory birds, or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work, etc.)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. Is there a potential for wetlands to occur within or adjacent to the construction area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. Is there a potential for agricultural wetlands to occur within or adjacent to the construction area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 19. Is there a potential for the introduction or spread of invasive plant species? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Sections 4(f) and 6(f)

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| 20. Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges (Section 4[f]) within or immediately adjacent to the construction area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 21. Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Visual Resources

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| 22. Does the project have the potential to affect any visual or scenic resources? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|

Relocation Impacts

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| 23. Will the project require the relocation of residential or business properties? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|

Land Use, Community, and Farmland Impacts

- | | | | |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| 24. Will the project require any right of way, including partial or full takes? Consider construction easements and utility relocations. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 25. Is the project inconsistent with plans and goals adopted by the community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 26. Does the project have the potential to divide or disrupt neighborhoods/communities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 27. Does the project have the potential to disproportionately affect low-income and minority populations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 28. Will the project require the relocation of public utilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 29. Will the project affect access to properties or roadways? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 30. Will the project involve changes in access control to the State Highway System (SHS)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 31. Will the project involve the use of a temporary road, detour, or ramp closure? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 32. Will the project reduce available parking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 33. Will the project construction encroach on state or federal lands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 34. Will the project convert any farmland to a different use or impact any farmlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Cultural Resources

- | | | |
|---|-------------------------------------|-------------------------------------|
| 35. Is there National Register listed, or potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area?
(Note: Caltrans PQS answers question #35) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 36. Is the project adjacent to, or would it encroach on Tribal land? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

For Sections B, C, and D, check appropriate box to indicate required technical studies, coordination, permits, or approvals.

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input checked="" type="checkbox"/> Traffic Check one: <input type="checkbox"/> Traffic Study <input checked="" type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	detour plan (will close access during construction) <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Noise Check as applicable: <input type="checkbox"/> Traffic Related <input checked="" type="checkbox"/> Construction Related	pile driving and other noise sources Town noise ordinance	

ATTACHMENT F

Exhibit 6-A

Local Assistance Procedures Manual

Preliminary Environmental Study (PES) Form

<i>Check one:</i>		
<input type="checkbox"/> Noise Study Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> NADR	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Technical Memorandum	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Air Quality		
<i>Check as applicable:</i>		
<input checked="" type="checkbox"/> Traffic Related	<i>MTC PM2.5 process</i>	
<input type="checkbox"/> Construction Related		
<i>Check one:</i>		
<input type="checkbox"/> Air Quality Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> FHWA	<input type="checkbox"/> Conformity Finding (23 USC 327 CE, EAs, EISs)
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Conformity Finding (23 USC 326 CE)
	<input type="checkbox"/> Regional Agency	<input type="checkbox"/> PM10/PM2.5 Interagency Consultation
<input checked="" type="checkbox"/> Hazardous Materials/ Hazardous Waste		
<i>Check as applicable:</i>		
<input type="checkbox"/> Initial Site Assessment (Phase 1)	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Preliminary Site Assessment (Phase 2)	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Cal EPA DTSC	<input type="checkbox"/> Review Database
	<input type="checkbox"/> Local Agency	<input type="checkbox"/> Review Database
<input checked="" type="checkbox"/> Water Quality/Resources		
<i>Check as applicable:</i>		
<input type="checkbox"/> Water Quality Assess. Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Technical Memorandum	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Sole-Source Aquifer (Districts 5, 6 and 11)	<input type="checkbox"/> EPA (S.F. Regional Office)	<input type="checkbox"/> Approval of Analysis in ED
<input type="checkbox"/> Coastal Zone	<input type="checkbox"/> CCC	<input type="checkbox"/> Coastal Zone Consistency Determination

ATTACHMENT F

Local Assistance Procedures Manual

Exhibit 6-A
Preliminary Environmental Study (PES) Form

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input checked="" type="checkbox"/> Floodplain		
<i>Check as applicable:</i>		
<input checked="" type="checkbox"/> Location Hydraulic Study	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input type="checkbox"/> Floodplain Evaluation Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Summary Floodplain Encroachment Report	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Only Practicable Alternative Finding
	<input type="checkbox"/> FHWA	<input type="checkbox"/> Approves significant encroachments and concurs in Only Practicable Alternative Findings
<input type="checkbox"/> Wild and Scenic Rivers	<input type="checkbox"/> River Managing Agency	<input type="checkbox"/> Wild and Scenic Rivers Determination
<input checked="" type="checkbox"/> Biological Resources	(Subject to NES and BA if formal consultation required)	
<i>Check as applicable:</i>		
<input checked="" type="checkbox"/> NES, Minimal Impact	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input type="checkbox"/> NES		
<input type="checkbox"/> BA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approves for Consultation
	<input type="checkbox"/> USFWS	<input type="checkbox"/> Section 7 Informal/Formal Consultation
	<input type="checkbox"/> NOAA Fisheries	
<input type="checkbox"/> EFH Evaluation	<input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> MSA Consultation
<input type="checkbox"/> Bio-Acoustic Evaluation	<input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> Approval
Technical Memorandum	Caltrans	Approval
Wetlands		
<i>Check as applicable:</i>		
WD and Assessment	Caltrans	Approval
	<input type="checkbox"/> ACOE	<input type="checkbox"/> Wetland Verification
	<input type="checkbox"/> NRCS	<input type="checkbox"/> Agricultural Wetland Verification
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Wetlands Only Practicable Alternative Finding
<input type="checkbox"/> Invasive Plants		
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Section 4(f)		
<i>Check as applicable:</i>		
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Determine Temporary Occupancy
<input type="checkbox"/> De minimis	<input type="checkbox"/> Caltrans	<input type="checkbox"/> De minimis finding
<input type="checkbox"/> Programmatic 4(f) Evaluation Type: _____	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Individual 4(f) Evaluation	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Agency with Jurisdiction	
	<input type="checkbox"/> SHPO	
	<input type="checkbox"/> DOI	
	<input type="checkbox"/> HUD	
	<input type="checkbox"/> USDA	

ATTACHMENT F

Exhibit 6-A
Preliminary Environmental Study (PES) Form

Local Assistance Procedures Manual

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> Section 6(f)	<input type="checkbox"/> Agency with Jurisdiction <input type="checkbox"/> NPS	<input type="checkbox"/> Determines Consistency with Long-Term Management Plan <input type="checkbox"/> Approves Conversion
<input checked="" type="checkbox"/> Visual Resources <input checked="" type="checkbox"/> Technical Memorandum <input type="checkbox"/> Minor VIA <input type="checkbox"/> Moderate VIA <input type="checkbox"/> Advance/Complex VIA	<i>tree removal & replanting plan</i> <input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Relocation Impacts <i>Check one:</i> <input type="checkbox"/> Relocation Impact Memo <input type="checkbox"/> Relocation Impact Study <input type="checkbox"/> Relocation Impact Report	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Land Use and Community Impacts <i>Check one:</i> <input type="checkbox"/> CIA <input checked="" type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<i>public outreach (schools)</i> <input type="checkbox"/> Caltrans <input checked="" type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Construction/Encroachment on State Lands <i>Check as applicable:</i> <input type="checkbox"/> SLC Jurisdiction <input type="checkbox"/> Caltrans Jurisdiction <input type="checkbox"/> SP Jurisdiction	<input type="checkbox"/> SLC <input type="checkbox"/> Caltrans <input type="checkbox"/> SP	<input type="checkbox"/> SLC Lease <input type="checkbox"/> Encroachment Permit <input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> Construction/Encroachment on Federal Lands	<input type="checkbox"/> Federal Agency with Jurisdiction	<input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> Construction/Encroachment On Indian Trust Lands	<input type="checkbox"/> Bureau of Indian Affairs	<input type="checkbox"/> Right of Way Permit
<input type="checkbox"/> Farmlands <i>Check one:</i> <input type="checkbox"/> CIA <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only <i>Check as applicable:</i> <input type="checkbox"/> Form AD 1006 <input type="checkbox"/> Conversion to Non-Agri Use	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> NRCS <input type="checkbox"/> CDOC <input type="checkbox"/> ACOE	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approves Conversion <input type="checkbox"/> Approves Conversion

ATTACHMENT F

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/ Approvals
<input checked="" type="checkbox"/> Cultural Resources (PQS completes this section) <i>Check as applicable:</i>		
	<input checked="" type="checkbox"/> Caltrans PQS	<input type="checkbox"/> Screened Undertaking
<input checked="" type="checkbox"/> APE Map	<input checked="" type="checkbox"/> Caltrans PQS and DLAE	<input checked="" type="checkbox"/> Approves APE Map
	<input checked="" type="checkbox"/> Local Preservation Groups and/or Native American Tribes	<input checked="" type="checkbox"/> Provides Comments Regarding Concerns with Project
<input checked="" type="checkbox"/> HPSR <input checked="" type="checkbox"/> ASR (11) HRER IF NECESSARY, TBD	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approves for Consultation
<input type="checkbox"/> Finding of Effect Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Concurs on No Effect, No Adverse Effect with Standard Conditions
	<input type="checkbox"/> SHPO	<input type="checkbox"/> Letter of Concurrence on Eligibility, No Adverse Effect without Standard
<input type="checkbox"/> MOA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approves MOA
	<input type="checkbox"/> SHPO	<input type="checkbox"/> Approves MOA
	<input type="checkbox"/> ACHP (if requested)	<input type="checkbox"/> Approves MOA
<input checked="" type="checkbox"/> Permits Copies of permits and a list of mitigation commitments are mandatory submittals following NEPA approval.		
	<input type="checkbox"/> ACOE	<input type="checkbox"/> Section 404 Nationwide Permit
	<input checked="" type="checkbox"/> ACOE	<input checked="" type="checkbox"/> Section 404 Individual Permit
	<input type="checkbox"/> Caltrans/ACOE/EPA	<input type="checkbox"/> NEPA/404 Integration MOU
	<input type="checkbox"/> USFWS	
	<input type="checkbox"/> NOAA Fisheries	
	<input type="checkbox"/> ACOE	<input type="checkbox"/> Rivers and Harbors Act Section 10 Permit
	<input type="checkbox"/> USCG	<input type="checkbox"/> USCG Bridge Permit
	<input checked="" type="checkbox"/> RWQCB	<input checked="" type="checkbox"/> Section 401 Water Quality Certification
	<input checked="" type="checkbox"/> CDFG	<input checked="" type="checkbox"/> Section 1602 Streambed Alteration Agreement
	<input checked="" type="checkbox"/> RWQCB	<input checked="" type="checkbox"/> NPDES Permit
	<input type="checkbox"/> CCC	<input type="checkbox"/> Coastal Zone Permit
	<input type="checkbox"/> Local Agency	
	<input type="checkbox"/> BCDC	<input type="checkbox"/> BCDC Permit

Notes: Additional studies may be required for other federal agencies.

ATTACHMENT F

Exhibit 6-A

Local Assistance Procedures Manual

Preliminary Environmental Study (PES) Form

ACHP	=	Advisory Council on Historic Preservation	HRER	=	Historical Resources Evaluation Report
ACOE	=	U.S. Army Corps of Engineers	HUD	=	U.S. Housing and Urban Development
ADL	=	Aerially Deposited Lead	MOA	=	Memorandum of Agreement
APE	=	Area of Potential Effect	MSA	=	Magnuson-Stevens Fishery Conservation and Management Act
APN	=	Assessor Parcel Number	NEPA	=	National Environmental Policy Act
ASR	=	Archaeological Survey Report	NADR	=	Noise Abatement Decision Report
BA	=	Biological Assessment	NES	=	Natural Environment Study
BCDC	=	Bay Conservation and Development Commission	NHPA	=	National Historic Preservation Act
BE	=	Biological Evaluation	NOAA	=	National Oceanic and Atmospheric Administration
BO	=	Biological Opinion	NMFS	=	National Marine Fisheries Service
Cal EPA	=	California Environmental Protection Agency	NPDES	=	National Pollutant Discharge Elimination System
CCC	=	California Coastal Commission	NPS	=	National Park Service
CDFG	=	California Department of Fish and Game	NRCS	=	Natural Resources Conservation Service
CDOC	=	California Department of Conservation	PM10	=	Particulate Matter 10 Microns in Diameter or Less
CE	=	Categorical Exclusion	PM2.5	=	Particulate Matter 2.5 Microns in Diameter or Less
CIA	=	Community Impact Assessment	PMP	=	Project Management Plan
CWA	=	Clean Water Act	PQS	=	Professionally Qualified Staff
DLAE	=	District Local Assistance Engineer	ROD	=	Record of Decision
DOI	=	U.S. Department of Interior	RTIP	=	Regional Transportation Improvement Program
DTSC	=	Department of Toxic Substances Control	RTP	=	Regional Transportation Plan
EA	=	Environmental Assessment	RWQCB	=	Regional Water Quality Control Board
ED	=	Environmental Document	SER	=	Standard Environmental Reference
EFH	=	Essential Fish Habitat	SEP	=	Senior Environmental Planner
EIS	=	Environmental Impact Statement	SHPO	=	State Historic Preservation Officer
EPA	=	U.S. Environmental Protection Agency	SLC	=	State Lands Commission
FEMA	=	Federal Emergency Management Agency	SP	=	State Parks
FHWA	=	Federal Highway Administration	TIP	=	Transportation Improvement Program
FONSI	=	Finding of No Significant Impacted	USCG	=	U.S. Coast Guard
FTIP	=	Federal Transportation Improvement Program	USDA	=	U.S. Department of Agriculture
HPSR	=	Historic Property Survey Report	USFWS	=	U.S. Fish and Wildlife Service
			WD	=	Wetland Delineation

ATTACHMENT F

E. Preliminary Environmental Document Classification (NEPA)

Based on the evaluation of the project, the environmental document to be developed should be:

Check one:

- ☐ Environmental Impact Statement (*Note: Engagement with participating agencies in accordance with 23 USC 139 required*)
- ☐ Compliance with 23 USC 139 regarding Participating Agencies required
- ☐ Complex Environmental Assessment
- ☐ Routine Environmental Assessment
- ☐ Categorical Exclusion without required technical studies.
- ☒ Categorical Exclusion with required technical studies

(if Categorical Exclusion is selected, check one of the following):

- ☒ Section 23 USC 326
- ☒ 23 CFR 771 activity (c) (28)
- 23 CFR 771 activity (d) ()
- ☐ Activity _____ listed in the Section 23 USC 326
- ☐ Section 23 USC 327

F. Public Availability and Public Hearing

Check as applicable:

- Not Required
- ☐ Notice of Availability of Environmental Document
- ☒ Public Meeting
- ☐ Notice of Opportunity for a Public Hearing
- ☐ Public Hearing Required

G. Signatures

Local Agency Staff and/or Consultant Signature

4/5/17 Steven Jones
(Signature of Preparer)

4/5/17
(Date)

925-314-3339
(Telephone No.)

STEVEN JONES
(Name)

Local Agency Project Engineer Signature

This document was prepared under my supervision, according to the *Local Assistance Procedures Manual*, Exhibit 6-B, "Instructions for Completing the Preliminary Environmental Study Form."

Steven Jones
(Signature of Local Agency)

4/5/17
(Date)

925-314-3339
(Telephone No.)

ATTACHMENT F

Preliminary Environmental Investigation Notes to Support the Conclusions of the PES Form (May Also Include Continuation of Detailed Project Description)

Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate (Part A):

1. The project will not require future construction.
2. Project is located between 2 schools and could impact student drop-offs in the morning and pick-ups in the afternoon.
3. Project will not significantly change either the horizontal nor vertical alignment or increase through traffic lanes.
4. Bridge work could involve pile driving. *No night work.*
5. The project is located within the Bay Area AMQD. MTC is the Regional Planning Agency doing the conformity analysis. The non-attainment pollutants are Carbon Monoxide-Maintenance, Ozone, and Particulate Matter PM2.5.
6. Project is exempt because widening narrow pavement applies to this project.
7. Project is exempt because the whole bay area is exempt from regional conformity.
8. Project is exempt from regional conformity.
9. There is potential for hazardous materials as the bridge supports may have lead-based paint. Further investigation will be performed during the initial phases of the project.
10. Potential impact to water resources as La Gonda Way bridge crosses San Ramon Creek, however, no work is expected within the creek itself. *potential in-creek work for pile driving. Creek includes water year-round.*
11. The project is not within a designated sole-source aquifer.
12. The project is not within the State Coastal Zone, San Francisco Bay, or Suisun Marsh.
San Ramon Creek extends beneath Bridge 28C0335 on La Gonda Way within the project boundaries, but is wholly contained within the channel according to Flood Insurance Rate Map 06013C0434F as published by FEMA.
14. The project is not located within or adjacent to a Wild and Scenic River System.
15. There is potential for federally listed threatened and endangered species within the construction area. See attached threatened/endangered species list.
16. Project includes bridge work and potential tree removal that could affect migratory birds. A biologist will conduct surveys before and during construction. *1-2 large trees and small trees on banks. will potentially remove large overhanging oak tree. will avoid 1 mature oak.*
17. There is potential for wetlands to occur within or adjacent to the construction area. Further analysis will be performed during preliminary design stages.
18. There is no potential for agricultural wetlands to occur within or adjacent to the project area.
19. There is no potential for the introduction or spread of invasive plant species.

ATTACHMENT F

Exhibit 6-A

Local Assistance Procedures Manual

Preliminary Environmental Study (PES) Form

20. There are no historic or publicly owned parks, recreation areas, wildlife or waterfowl refuges (Section 4[f]) within or immediately adjacent to the construction area
21. The project does not have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act.
22. The project may have the potential to affect any visual or scenic resources due to potential tree removal. Only those trees that require trimming and removal for construction related to the bridge work will be allowed.
23. No relocation of residents or businesses will be required.
24. Project may require utility relocations. All work is expected to be within the existing Town right-of-way.
25. The project is consistent with the plans and goals adopted by the community. The project is included in the Town Capital Improvement Project which was adopted by the Town Council.
26. The project may temporarily disrupt the community during construction only.
27. No, the project will not disproportionately affect low-income or minority populations.
28. Utility relocations may be required as part of the project. Several AT&T equipment boxes located near the abutment and wet utility lines connected to the bridge may need to be relocated.
29. The project may affect access to properties and roadways and require a detour. Detour length is less than 1.0 mile.
30. The project will not change access control to the State Highway System.
31. Closing the roadway during construction may be required and traffic can use detours (less than 1 mile in length).
32. The project will not reduce available parking.
33. The project will not encroach on state or federal lands.
34. No conversion of farmland or impacts to farmland will be part of this project.
35. To be determined by Caltrans PQS.
36. The project is not adjacent nor encroaches onto Tribal land.

Distribution 1) Original - DLAE, 2) Local Agency Project Manager, 3) DLA Environmental Coordinator
4) Senior Environmental Planner (or designee), 5) District PQS

Updated: 05/15/08

**Preliminary Environmental Investigation
Notes to Support the Conclusions of the PES Form
(May Also Include Continuation of Detailed Project Description)**

Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate (Part A):

1. Project Description Continuation

2. The Town of Danville (Town) is proposing to rehabilitate the existing steel girder structure (Bridge No. 28C0335) over San Ramon Creek. The existing bridge, built in 1950, is a three span, steel girder structure. The existing bridge is located on La Gonda Way just east of the intersection with Danville Boulevard. The bridge is currently too narrow for the current Average Daily Traffic (ADT) making it "Functionally Obsolete". The structure is also classified as "Structurally Deficient" due to its poor deck condition. The bridge is not classified as historically significant or eligible for National Register of Historic Places.

4. It is anticipated that the existing structure will be widened while maintaining the existing alignment and vertical profile. Also the structure will be rehabilitated to improve the existing condition of the bridge. The site is located in an urban area next to an elementary school with detours around the bridge available. Closing the roadway during construction is possible and traffic can use detours (less than 1 mile in length). With such a high ADT, it is recommended that the construction be staged to prevent the large impacts a road closure would cause.

7. The Town of Danville has a minimum road width standard of 12' lanes, 8' paved shoulders (40' total roadway clear width) for this Major Collector - Urban facility. These standards meet the minimum requirements American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets 2011" ("Green Book"). A 54' foot minimum bridge width has been assumed for the rehabilitation and widening to meet these standards. *Parking will be prohibited on bridge to allow lane movement on shoulders.*

9. In order to stage the construction of the bridge, temporary traffic control will be required. It is anticipated that La Gonda Way will have 1-way traffic at the bridge site throughout construction. Concrete barrier rail (Type 26 or similar) can be utilized for this 25 mph speed facility. It is anticipated that any additional need for right-of-way acquisition, rights of entry, or temporary construction easements will be minimized by maintaining the existing roadway alignment. Any temporary construction easements utilized will be returned to its original condition upon completion of the project. Equipment staging is anticipated to be located on site, using the existing bridge and lane not open for travel.

12. The existing bridge carries multiple utility conduits and pipes across San Ramon Creek. Three 4" conduits and one 6" conduit are carried across the creek at the girder level and one 12" pipe is hung from the northmost steel girder (photo shown on right). Due to the widening of the bridge, it is anticipated that some of these utilities may need to be relocated.

14. Tree and vegetation removal will be limited to those required for rehabilitation of the bridge. With the exception of driving piles, no work is expected within the creek. Initial biological studies will be performed to explore construction options as well as identify potential endangered and threatened species within the project area.

15.

16. *Deck rehabilitation with methacrylate will occur.*

17. *Piles will require maximum excavation depths of 20 feet.*

18.

19.

ATTACHMENT F

Exhibit 6-A

Local Assistance Procedures Manual

Preliminary Environmental Study (PES) Form

Caltrans District Professionally Qualified Staff (PQS) Signature

- ☐ Project does not meet definition of an "undertaking"; no further review is necessary under Section 106 ("No" Section A, #35).
- ☐ Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA and based on the information provided in the PES Form, the project does not have the potential to affect historic properties ("No" Section A, #35).
- ☐ Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA, but the following additional procedures or information is needed to determine the potential for effect ("To Be Determined" Section A, #35):
- ☐ Records Search ☐ _____ ☐ _____ ☐ _____
- ☐ Project meets the definition of an "undertaking"; all properties in the project area are exempt from evaluation per Attachment 4 of the Section 106 PA ("No" Section A, #35).
- ☒ The proposed undertaking is considered to have the potential to affect historic properties; further studies for 106 compliance are indicated in Sections B, C, and D of this PES Form ("Yes" Section A, #35).



(Signature of Professionally Qualified Staff)

06/16/2017

(Date)

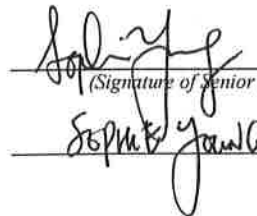
510-286-5530

(Telephone No.)

The following signatures are required for all CEs, routine and complex EAs, and EISs:

Caltrans District Senior Environmental Planner (or Designee) and DLAE Signatures

I have reviewed this Preliminary Environmental Study (PES) Form and determined that the submittal is complete and sufficient. I concur with the studies to be performed and the recommended NEPA Class of Action.



(Signature of Senior Environmental Planner or Designee)

Sophia Young

(Name)

06/20/2017

(Date)

510-286-5280

(Telephone No.)



(Signature of District Local Assistance Engineer or Designee)

John Brewster

(Name)

6-21-17

(Date)

510-286-6485

(Telephone No.)

- ☐ HQ DEA Environmental Coordinator concurrence _____, Email concurrence attached.
(date)

**HBP Application
&
Project Study Report Equivalent**

**San Ramon Creek Bridge
at La Gonda Way
Bridge Rehabilitation Project**

Bridge No. 28C0335

**Prepared For:
The Town of Danville
in cooperation with the
Department of Transportation (Caltrans)**

Prepared By:



May 2015

ATTACHMENT G

*San Ramon Creek at La Gonda Way
Bridge Rehabilitation Project
HBP Application and Project Study Report Equivalent
March 2015*

04-CC-CR
Bridge No. 28C0335

HBP APPLICATION & PROJECT STUDY REPORT EQUIVALENT

Contents

HBP APPLICATION FORMS

EXHIBIT 6-A HBRRP APPLICATION/SCOPE DEFINITION FORM
EXHIBIT 6-B HBRRP SPECIAL COST APPROVAL CHECKLIST
EXHIBIT 7-B FIELD REVIEW FORM
EXHIBIT 7-C ROADWAY DATA
EXHIBIT 7-D MAJOR STRUCTURE DATA

PROJECT STUDY REPORT EQUIVALENT

SITE PHOTOS

PRELIMINARY GENERAL PLAN

PRELIMINARY COST ESTIMATE

BRIDGE INSPECTION REPORT

EXHIBIT 6-A HBRRP APPLICATION/SCOPE DEFINITION FORM

See Section 6.6, Chapter 6 of the LAPG for information about this form.

This form shall replace Exhibit 7-D, “Major Structure Data,” from Chapter 7, “Field Review,” of the LAPM. Wherever the LAPM requires Exhibit 7-D for other programs, Exhibit 6-A may be substituted. Bridge projects funded entirely through other programs should continue to use Exhibit 7-D.

(One bridge per application, separate applications are required for multiple bridges at same location. Multiple bridges may be combined into one federal aid project later.)

State Bridge No.	<u>28C0335</u>	Local Bridge No.	<u> </u>
Project Number	<u> </u>	(Caltrans to provide project number for new projects)	
Responsible Agency	<u>Town of Danville</u>		
Caltrans District	<u>04</u>		
County	<u>Contra Costa</u>		
Project Manager	<u>Steven Lake</u>		
Title	<u>Development Services Director</u>		
Phone	<u>(925) 314-3319</u>	Fax	<u>(925) 838-0360</u>
E Mail	<u>slake@danville.ca.gov</u>		
Project Location	<u>La Gonda Ave</u>		
Project Limits	<u>Intersection of La Gonda Way and Danville Blvd. in the Town of Danville</u>		

Type of Work	<u>Major Collector Bridge Widening and Rehabilitation</u>
Work Description	<u>Widening and deck rehabilitation of Functionally Obsolete and Structurally Deficient bridge with a Sufficiency Rating of 73.5 (2014).</u>

HBRRP Category:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Rehabilitation | <input type="checkbox"/> Scour Countermeasure |
| <input type="checkbox"/> Replacement | <input type="checkbox"/> Replacement Due to Flood Control Project |
| <input type="checkbox"/> Painting | <input type="checkbox"/> New Bridge to Replace Ferry Service |
| <input type="checkbox"/> Bridge/Railing/Approach Barrier Replacement | <input type="checkbox"/> Historic Bridge |
| <input type="checkbox"/> Low Water Crossing Replacement | <input type="checkbox"/> High Cost Bridge |
- ☐ Minimal Application: Only questions 1,2,3, 4, cost data and signoff will be completed. Other information will be submitted at a later time after PE has been federally authorized to scope the project. See Section 6.6.2 “Minimum Application Requirements” for additional information.

The field review process enables the proper scoping of projects. Some field reviews are mandatory, most are optional. Field reviews are critically important to identify difficult environmental, Right of Way, and bridge type selection issues early in the project development phase. Please see Chapter 7 of the LAPM for further discussion.

1. Do you request that Caltrans initiate a field review? ☐ Yes ☒ No
2. Do you need help with consultant selection/oversight? ☐ Yes ☒ No
3. Do you need help with the federal process? ☐ Yes ☒ No
4. Caltrans engineers are available to provide an optional cursory review of the PS&E. The review looks at constructability, standard details and specifications, foundation/hydraulic design, and HBRRP funding eligibility. Do you request Caltrans perform a cursory PS&E review for this project? (If yes, please also request a field review.) ☐ Yes ☒ No

Federal Congressional District(s) 11

State Senate District(s) 07

State Assembly District(s) 16

Preliminary Engineering by: ☒ Local Agency Staff ☒ Consultant ☐ Other...

Design by: ☒ Local Agency Staff ☒ Consultant ☐ Other...

Foundation Investigation by: ☐ Local Agency Staff ☒ Consultant ☐ Other...

Hydrology Study by: ☐ Local Agency Staff ☒ Consultant ☐ Other...

Detour, stage construction, or close road? Stage Construction

Length of detour: N/A

Resident Engineer for Bridge Work: ☒ Local Agency Staff ☒ Consultant ☐ Other...

For painting & scour scopes of work, skip this page.

NBI data is from the Bridge Inspections Report (SI&A sheet)
Contact the DLAE/SLA for assistance, if needed

Date Constructed (NBI Item 27): 1950

Historical Bridge Category (NBI Item 37) 5

Structure Data	Existing	Proposed	Minimum AASHTO Standards
Structure type	Steel Wide Flange Girders with RC deck on RC short seat abutments.	Steel Wide Flange Girders with RC deck on RC short seat abutments.	
Structure length (specify units)	~110'	~110'	
Spans (No. and length)	2 @ 35', 1 @ 40'	2 @ 35', 1 @ 40'	
Curb to Curb width (See NBI Item 51 definition)	22'	40'	40'
Number of lanes	2	2	
Lane widths	11'	12'	12'
Shoulder widths	0'Lt 0'Rt	8'Lt 8'Rt	8'
Bike lanes (identify only if <u>not</u> included in the shoulder dimensions)	0'Lt 0'Rt	N/ALt N/ARt	0'
Sidewalks/separated bikeways	3'Lt 3'Rt	6'Lt 6'Rt	6'
Approach roadway width (traveled way + paved shoulders, tapered approaches should be measured at the touchdown points not the abutments)	La Gonda Way East approach: 40' La Gonda Way West approach: 22'	La Gonda Way East approach: 40' La Gonda Way West approach: 40'	40'
Approach road length (from each abutment)	<u>100'</u> abt1 <u>100'</u> abt2	<u>100'</u> abt1 <u>100'</u> abt2	
Total bridge deck width	28'	54'	

Summary of Major Deficiencies of Existing Bridge (See Section 6.12 for information)
(Contact the DLAE/SLA for assistance, if needed)

Data is from SI&A Sheet (Last page of Bridge Inspection Report)

Sufficiency Rating (SR) = 73.5

Status ☒ SD ☒ FO ☐ Blank

SD = Structurally Deficient
 FO = Functionally Obsolete
 Blank = Not SD or FO
 NG = Not Good (Deficiency)

Description of Data Item	NBI Data Item	Deficient Criteria	Results	What are the Deficiencies?
Deck	Item 58 = 4	≤ 4 is problem	<input type="checkbox"/> OK <input checked="" type="checkbox"/> NG-SD	Pattern cracks through out the bridge deck, and delamination between the curbs in abutment 4.
Superstructure	Item 59 = 8	≤ 4 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG-SD	
Substructures	Item 60 = 8	≤ 4 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG-SD	
[Item 62 applies only if the last digits of Item 43 are coded 19.]				
Culvert and Retaining Walls	Item 62 = N	≤ 4 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG-SD	
Structural Condition	Item 67 = 8	≤ 3 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG	
[Item 71 applies only if the last digit of Item 43 is coded 0, 5, 6, 7, 8, or 9.]				
Waterway Adequacy	Item 71 = 7	≤ 3 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG	
Deck Geometry	Item 68 = 2	≤ 3 is problem	<input type="checkbox"/> OK <input checked="" type="checkbox"/> NG-FO	The bridge is too narrow for the current ADT and does not meet standards.

Description of Data Item	NBI Data Item	Deficient Criteria	Results	What are the Deficiencies?
[Item 69 applies only if the last digit of Item 42 is coded 0, 1, 2, 4, 6, 7 or 8.]				
Under-clearances	Item 69 = N	≤ 3 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG-FO	
Approach Roadway Alignment	Item 72 = 5	≤ 3 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG-FO	
Scour Criticality	Item 113 = 8	≤ 3 is problem	<input checked="" type="checkbox"/> OK <input type="checkbox"/> NG	
Bridge Railing	Item 36A = 0	= 0 Review	<input type="checkbox"/> OK <input checked="" type="checkbox"/> NG	Existing bridge railing does not meet current standards.
Guardrail Transition, Approaches, Guardrail Ends	Item 36B = 0 Item 36C = 0 Item 36D = 0	= 0 Review	<input type="checkbox"/> OK <input checked="" type="checkbox"/> NG	The existing bridge does not have guardrail transition, approaches, or ends.
Other deficiencies not identified in Bridge Inspection Report	Discuss in detail, attach additional pages and photographs as needed to justify HBRRP funds to correct problem: N/A			

5. If this application is for rehabilitation or replacement scope, will all deficiencies be resolved by the project? If no, please discuss below or attach discussion on separate pages to application.

☒ Yes ☐ No ☐ Not Applicable

N/A

6. Discuss any special condition or proposed design exceptions:

N/A

7. Identify and justify “betterments” that are HBRRP participating but are not related to the major deficiencies. Attach additional pages as needed.

N/A

8. Refer to Exhibit 6-B. Identify and justify specific items requiring Caltrans funding approval. Attach additional pages as needed.

PE costs are exceeding guidelines due to the relative size/amount of Construction Cost for this project.

9. Other comments: (identify non-HBRRP participating work)

N/A

Estimated Construction Costs:

Exclude Contingencies, Supplementary Work, and Construction Engineering

	HBRRP Participating	NOT HBRRP Participating*
Construct Bridge	\$1,573,000.00	\$0.00
Bridge Removal	\$20,000.00	\$0.00
Slope Protection	\$50,000.00	\$0.00
Channel Work	\$50,000.00	\$0.00
Detour – Stage Construction	\$20,000.00	\$0.00
Approach Roadway	\$200,000.00	\$0.00
Utility Relocation	\$75,000.00	\$0.00
Mobilization	\$198,800.00	\$0.00
Total	\$2,186,800.00	\$0.00

Total Cost \$2,186,800.00

* Items that are not HBRRP participating could be participating through other federal programs. See the LAPG for other eligibility requirements of other programs. Local agencies that are unsure which project costs are HBRRP participating should contact the DLAE/SLA for resolution.

Note that the total of the HBRRP participating costs should carry over into the construction line (direct costs) on the next page.

Summary of HBRRP Participating Costs

Please indicate the HBRRP total participating (eligible for reimbursement) costs for this project. Based on the amounts below and the federal reimbursement rate, Caltrans will program (reserve) the HBRRP funds needed for this project. Other federal funds (RSTP, TEA, etc.) needed for this project should be shown in the Field Review form Exhibit 7-B from Chapter 7 of the LAPM.

Target dates represent a commitment by the local agency when the project will need HBRRP funding. Failure to meet target dates may cause funds to be reprogrammed to other projects by other local agencies. The reprogramming of HBRRP funds is at the discretion of Caltrans.

PE = Preliminary Engineering (Total not to exceed the greater of \$75 K or 25% of CON and consultant contract management and quality assurance not to exceed 15% of consultant costs).

R/W = Right of Way

CE = Construction Engineering (Not to exceed 15% of CON).

CON = Construction

Cont = Contingency (including supplement work) not to exceed 25% (preliminary estimate) nor 10% of CON for final design \$5 K min.

Enter CE Rate:

Enter Contingency Rate:

	Direct Costs		Indirect Costs*		HBRRP Participating \$**	Target Dates
PE	\$600,000.00	+	\$0	=	\$600,000.00	10/01/2015
R/W					\$100,000.00	4/1/2017
CON	\$2,186,800.00					
CE	\$328,020.00		<input type="text" value="\$0"/>			
Cont	\$546,700.00					
Subtotal	\$3,061,520.00	+	\$0	=	\$3,061,520.00	8/1/2018
Total Participating Cost					\$3,761,520.00	
Enter Fed. Match Rate:	<input type="text" value="88.53%"/>		HBRRP Requested		\$3,330,073.66	

* See Chapter 5, "Accounting/Invoices," of the LAPM for approval of indirect costs.

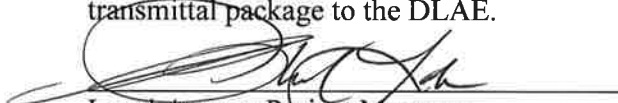
** Participating costs exclude ineligible work items. Please review the HBRR Program Guidelines for reimbursable scopes of work and program cost limits. Other federal funds will be shown in the Field Review form, Exhibit 7-B, Chapter 7, "Field Review," of the LAPM.

ATTACHMENT G

Caltrans, please notify this agency to confirm this project has been programmed in the HBRRP Multi-Year Plan. I understand that reimbursable work shall not commence until a request for authorization (E76) has been processed by Caltrans and a notice to proceed has been received by this agency.

I certify that this project is in compliance with Chapter 6 (HBRRP) of the *Local Assistance Program Guidelines*. I understand that changes to the project scope/cost/schedule impacting the information in Exhibit 6-A and Exhibit 6-B require the processing of Exhibit 6-D (HBRRP Scope/Cost/Schedule Change Request).

Two (2) copies plus one original of this application (with attachments) will be included in the transmittal package to the DLAE.


Local Agency Project Manager

5-13-15
Date

Attachments:

- 1) Exhibit 6-B, LAPG, HBRRP Special Cost Approval Checklist
- 2) Bridge Inspection Report with SI&A Sheet
- 3) Sketch of General Plan or marked up as-built
- 4) Sketch of typical section
- 5) Photographs: 4 corners looking at the bridge & 2 elevation views, & views of each approach, for a total of 8 photographs (minimum).
- 6) Exhibit 7-B, Field Review Form, Chapter 7, LAPM
- 7) Exhibit 7-C, Roadway Data Sheet, Chapter 7, LAPM
- 8) ☐ Exhibit 6-C, PIN for Barrier Rail Replacement Projects (include only if applying for Bridge Railing Replacement funds.)
- 9) ☐ Other: _____
- 10) Request for Authorization is included in this application package for expedited processing?
☐ Yes ☒ No

Thank you for assembling the application package. Please send this package to your District Local Assistance Engineer to start the programming process. Please e-mail your suggestions to improve this form to eric.bost@dot.ca.gov or shannon.mlcoch@dot.ca.gov.

For Caltrans use only:

I have reviewed this application for completeness and have forwarded copies to the Office of Program Management and SLA.

- ☐ I recommend approval. (Attach comments as needed.)
- ☐ I do not recommend approval for the following reasons: See attached memo/e-mail to the Office of Program Management.
- ☐ I request SLA review of this application for the following reasons: (Attach memo/e-mail justifying increased Caltrans oversight).

DLAE or authorized staff

Date

EXHIBIT 6-B HBRRP SPECIAL COST APPROVAL CHECKLIST

The purpose of this form is to help local agencies identify project costs that require Caltrans funding approval. Local agencies are responsible for contacting the DLAE to resolve any items requiring Caltrans review. This form is not a substitute for reading Chapter 6 of the LAPG or the LAPM. Local agencies are still financially accountable for meeting all the requirements of the LAPG and the LAPM.

Project Number _____

State Bridge No. 28C0335 (one bridge per application) Local Bridge No. _____

Project Location Intersection of La Gonda Way and Danville Blvd. in the Town of Danville

Chapter 6 LAPG Section #'s	Topic	Status
6.2.1 – Rehab 6.2.2 – Replace	Adding Additional Lanes (including turn lanes)	<input type="checkbox"/> Requires Caltrans/MPO Approval <input type="checkbox"/> Caltrans has Approved Costs <input type="checkbox"/> MPO has Approved Scope in FTSIP <input checked="" type="checkbox"/> Not Applicable
6.2.1 – Rehab	Scope is Bridge Replacement, but SR>50	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.2.4 – Rail	No bridge railing work to be done, but other safety work related to bridge is needed.	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.2.4 – Rail (applies to all scopes of work)	New sidewalks to be installed where none existed before. Please identify as “betterment” in Exhibit 6-A.	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.2.1 – Rehab 6.2.2 – Replace 6.2.10 – Historic 6.3 – Standards	Rehabilitation/Replacement will not address all major bridge deficiencies	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.5.11 – Replace	“Replaced” bridges to remain in place. Applies to work beyond specified examples in Section 6.5.12	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable

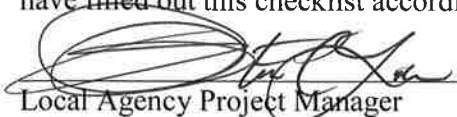
ATTACHMENT G

EXHIBIT 6-B HBRRP Special Cost Approval Checklist

Local Assistance Program Guidelines

Chapter 6 LAPG Section #'s	Topic	Status
6.4.2	Approach roadwork exceeding guidelines	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.4.3	PE costs exceeding guidelines	<input checked="" type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input type="checkbox"/> Not Applicable
6.4.4	Contingency exceeding guidelines	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.4.5	CE costs exceeding guidelines	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.5.3	10 Year Rule – Major (Re)Construction	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.5.4	10 Year Rule – PE Authorization	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.5.7	Unusual Architectural Treatments	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.7.1 6.7.4	Scope/Cost/Schedule Changes	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable
6.7.5	Construction Change Orders (CCOs) that Exceed Contingency	<input type="checkbox"/> Requires Caltrans Approval <input type="checkbox"/> Caltrans has Approved Costs <input checked="" type="checkbox"/> Not Applicable

I certify that I have reviewed this project against the requirements of Chapter 6 of the LAPG and have filled out this checklist accordingly.


 Local Agency Project Manager

5-13-15
 Date

EXHIBIT 7-B FIELD REVIEW FORM

Local Agency Town of Danville Development Services Field Review Date: TBD
 Project Number To Be Determined Locator (Dst/Co/Rte/PM/A) 04-CC-CR
 Project Name San Ramon Creek Bridge Rehabilitation Project on La Gonda Way Bridge No.(s) 28C0335

1. PROJECT LIMITS (see attached list for various locations) 04-CC-CR.
Located in the Town of Danville at the intersection of La Gonda Way and Danville Blvd

2. WORK DESCRIPTION Widening and deck rehabilitation of a FO and SD bridge with a SR of 73.5 (2014) Net Length 0.1 (mile)

ITS project or ITS element: Yes No X
 If yes, choose: High-Risk (formerly "Major") ITS ___, Low-Risk (formerly "Minor") ITS ___, Exempt ITS ___

3. PROGRAMMING DATA FTIP (MPO/RTPA) ___ FY ___ Page ___
 Amendment No. ___ FTIP PPNO ___ FHWA/FTA Approval Date ___
 Federal Funds ___ Phases PE X R/W X Const X
 Air Basin: ___ (CMAQ only)

4. FUNCTIONAL CLASSIFICATION:

URBAN <u>X</u>	RURAL <u>___</u>
Principal Arterial: <u>___</u>	Principal Arterial: <u>___</u>
Minor Arterial: <u>___</u>	Minor Arterial: <u>___</u>
Collector: <u>X</u>	Major Collector: <u>___</u>
Local: <u>___</u>	Minor Collector: <u>___</u>
	Rural Local: <u>___</u>

5. STEWARDSHIP CATEGORY

FHWA Full Oversight (Stewardship): Yes ___ No X

State-Authorized(Stewardship): Yes ___ No X (a) DLAE oversight: Yes X No ___
 (b) District Construction Yes ___ No X

ITS High-Risk project or element requiring FHWA oversight per stewardship: Yes ___ No X

6. CALTRANS ENCROACHMENT PERMIT Is it required? Yes ___ No X

7. COST ESTIMATE BREAKDOWN
 (Including Structures)

		\$1,000's	Fed. Participation	
PE	Environmental Process	<u>\$150</u>	Yes <u>X</u>	No <u>___</u>
	Design	<u>\$450</u>	Yes <u>X</u>	No <u>___</u>
	ITS System Manager or Integrator	<u>___</u>	Yes <u>___</u>	No <u>___</u>
CONST	Const. Contract	<u>\$2,733.5</u>	Yes <u>X</u>	No <u>___</u>
	Const. Engineering	<u>\$328.02</u>	Yes <u>X</u>	No <u>___</u>
R/W	Preliminary R/W Work	<u>\$100</u>	Yes <u>___</u>	No <u>___</u>
	Acquisition:	<u>___</u>	Yes <u>___</u>	No <u>___</u>
	(No. of Parcels TBD)	<u>0</u>	Yes <u>X</u>	No <u>___</u>
	(Easements 0)	<u>___</u>	Yes <u>___</u>	No <u>___</u>
	(Right of Entry 0)	<u>___</u>	Yes <u>___</u>	No <u>___</u>

ATTACHMENT G

EXHIBIT 7-B Field Review Form

Local Assistance Procedures Manual

RAP (No. Families) _____ Yes _____ No _____
 RAP (No. Bus. _____) _____ Yes _____ No _____
 Utilities (Exclude if included in contract items) _____ Yes _____ No _____

TOTAL COST \$ 3,761.52

7a. Value Engineering Analysis Required? Yes _____ No X
 (Yes, if total project costs are \$25M or more on the Federal-aid System, or \$20M or more for bridges)

8. PROPOSED FUNDING

Grand Total	Total Cost		Cost Share	
	\$3,761,520.00			
Federal Program #1 <u>HBP</u>	\$3,761,520.00	Fed.	\$3,330,073.66	Reimb. Ratio 88.53%
(Name/App. Code)		Fed.		Reimb. Ratio
Matching Funds Breakdown	Local:		\$431,446.34	11.47%
	State:		\$ _____	%
	Other:		\$ _____	%

State Highway Funds? Yes _____ Source _____ No X
 State CMAQ/RSTP Match Eligible Yes _____ No X Partial _____
 Is the Project Underfunded? (Fed \$ < Allowed Reimb.) Yes _____ No X

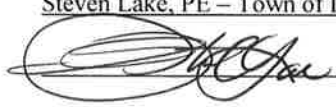
9. PROJECT ADMINISTRATION

		Agency	Consultant	State
PE	Environ Process	<u>X</u>	<u>X</u>	_____
	Design	<u>X</u>	<u>X</u>	_____
	System Man./Integ. _____	_____	_____	_____
R/W	All Work	<u>X</u>	<u>X</u>	_____
CONST ENGR	Contract	<u>X</u>	<u>X</u>	_____
CONSTRUCTION	Contract	<u>X</u>	_____	_____
MAINTENANCE		<u>X</u>	_____	_____

Will Caltrans be requested to review PS&E? Yes _____ No X

10. SCHEDULES: PROPOSED ADVERTISEMENT DATE 08/01/2018
 Other critical dates: Environmental clearance by 04/01/2017

11. PROJECT MANAGER'S CONCURRENCE

Local Entity Steven Lake, PE – Town of Danville Date: 5-13-15
 Signature & Title  Development Services Director Phone No. 925.314.3319

Is field review required? Yes X No _____

Caltrans (District): District 04 Date: _____

Signature & Title: _____

12. LIST OF ATTACHMENTS (Include all appropriate attachments if field review is required. See the “[]” notation for minimum required attachments for non-NHS projects)

Field Review Attendance Roster or Contacts Roster
X Vicinity Map (Required for Construction Type Projects)

IF APPLICABLE (Complete as required depending on type of work involved)

X	Roadway Data Sheets [Req'd for Roadway projects]		
X	Typical Roadway Geometric Section(s) [Req'd for Roadway projects]		
X	Major Structure Data Sheet [Req'd for HBRR]	_____	Signal Warrants
_____	Railroad Grade Crossing Data Sheet	_____	Collision Diagram
_____	Airport Data Sheet (if within 10,000 feet)		
_____	Sketch of Each Proposed Alternate Improvement	_____	CMAQ/RSTP State STIP Match
_____	TE Application Document	_____	Systems Engineering Review Form (SERF)
_____	Existing federal, state, and local ADA deficiencies not included on other Attachments		Req'd for High-Risk (formerly “Major”) and Low-Risk (formerly “Minor”) ITS projects

13. DLAE FIELD REVIEW NOTES:

A. MINUTES OF FIELD REVIEWS

B. ISSUES OR UNUSUAL ASPECTS OF PROJECT

(Attachment to Field Review Form)

Distribution: Original with attachments – Local Agency
Copy with attachments (2 copies if HBRR) - DLAE

ROADWAY DATA

1. TRAFFIC DATA

Current ADT 2,800 Year 2004 Future ADT: 10,760 Year 2034 DHV Trucks 1%
 Terrain (Check One) X Flat Rolling Mountainous
 Design Speed 25 mph School Zone
 Proposed Speed Zone X Yes mph 25 mph No

2. GEOMETRIC INFORMATION

ROADWAY SECTION

Facility	Year Constr.	Min. Curve Radius	Thru Traffic Lanes			Shoulders		Median Width
			No. of Lanes	Total Width	Type	Each Width Lt/Rt	Type	
Exist.	1950	N/A	2	28'	2 @ 11'	0' / 0'	AC	
Prop.	2019	N/A	2	40'	2 @ 12'	8' / 8'	HMA	
Min. Stds. selected: AASHTO <u> X </u> 3R <u> </u> Local <u> X </u>			2	40'	2 @ 12'	8' / 8' Tot	HMA	
	N/E Contig. Sect.		2	40'	2 @ 12'	8' to 8'	HMA	
	S/W Contig. Sect.		2	40'	2 @ 12'	8' to 8'	HMA	

Remarks (If design standard exception is being sought, cite standard and explain fully how it varies):

3. DEFICIENCIES OF EXISTING FACILITY (Mark appropriate one(s))

____ Pavement Surface ____ Drainage
 ____ Alignment X Bridge
 ____ Crossfall ____ Safety (Attach collision diagram or other documentation)
 ____ Pavement Structure X Federal Americans w/ Disabilities Act (ADA), State or
 Local accessibility requirements
 X Other (describe below)

Remarks: Bridge has only 11' lanes and no shoulders, the sidewalk at the bridge is only 3' wide. Bridge does not have rail transitions, approach guardrail, and approach guardrail ends are substandard.

4. TRAFFIC SIGNALS ____ No ____ New (attach warrants) ____ Modified X No

5. MAJOR STRUCTURES Structure No.(s) 28C0335 (attach structure data sheet)

6. OTHER TRANSPORTATION FACILITIES (Name)

 X None
 ____ Railroad _____ (attach railroad data sheet)
 ____ Airports _____ (attach airport data sheet)
 ____ Transit _____
 ____ Bicycle _____

MAJOR STRUCTURE DATA

(Attach a separate sheet for each structure)

Project Number _____

Bridge Name (facility crossed) San Ramon Creek BridgeState Br. No. 28C0335Date Constructed 1950Historical Bridge Inv. Category 5Road Name La Gonda WayLocation Intersection between La Gonda Way and
Danville Blvd. in the Town of Danville.**STRUCTURE DATA**

Structure Type	Existing		Proposed		Minimum AASHTO Standards	
	<u>Wide Flange Steel Girders with RC Deck on RC Short Seat Abutments</u>		<u>Wide Flange Steel Girders with RC Deck on RC Short Seat Abutments</u>		N/A	
Structure Length	<u>110'</u>		<u>110'</u>		<u>N/A</u>	
Spans (No. & Length)	<u>2 @ 35' & 1 @ 40'</u>		<u>2 @ 35' & 1 @ 40'</u>		<u>N/A</u>	
Clear Width (curb to curb)	<u>22'</u>		<u>40'</u>		<u>40'</u>	
Shoulder Width	<u>0' Lt</u>	<u>0' Rt</u>	<u>8' Lt</u>	<u>8' Rt</u>	<u>8' Lt</u>	<u>8' Rt</u>
Sidewalks or bikeway width	<u>3' Lt</u>	<u>3' Rt</u>	<u>6' Lt</u>	<u>6' Rt</u>	<u>6' Lt</u>	<u>6' Rt</u>
Total Br. Width	<u>28' & Var</u>		<u>54' & Var</u>		<u>N/A</u>	
Total Appr. Rdwy. Width	<u>22' Abut 1</u> <u>40' Abut 2</u>		<u>40' Abut 1</u> <u>40' Abut 2</u>		<u>40'</u>	
1. Preliminary Engineering by	<u>AGENCY / CONSULTANT</u>					
2. Design by	<u>AGENCY / CONSULTANT</u>					
3. Foundation Investigation by	<u>AGENCY / CONSULTANT</u>					
4. Hydrology Study by	<u>AGENCY / CONSULTANT</u>					
Detour, Stage construction, or Close Road	<u>Stage Construction</u>					
Length of Detour	1 mile					

Resident Engineer for Bridge Work: ☐ Agency ☒ Consultant

Responsible Local Official - Town of Danville – Steven Lake, PE, Development Services Director

Discuss any special conditions; for example, federal ADA, state or local accessibility requirements, or proposed design exceptions.

ESTIMATED STRUCTURE AND RELATED COSTS:

		Federally Participating	
		Yes	No
Bridge Cost			
Construct Bridge	\$1,573,000.00	X	
Bridge Removal	\$20,000.00	X	
Slope Protection	\$50,000.00	X	
Channel Work	\$50,000.00	X	
Detour - Stage Construction	\$20,000.00	X	
Approach Roadway	\$200,000.00	X	
Preliminary Engineering	\$600,000.00	X	
Construction Engineering	\$328,020.00	X	
Right of Way Costs	\$100,000.00	X	
Utility Relocation	\$75,000.00	X	
Mobilization + Contingency	\$745,500.00	X	
Total	\$3,761,520.00		

Type of HBRR funds: Check one (Major type if more than one)

<input type="checkbox"/> Seismic/Voluntary (88.53% Fed. Share)	<input type="checkbox"/> Painting (88.53%)
<input checked="" type="checkbox"/> Rehabilitation (88.53%)	<input type="checkbox"/> Painting (80%)
<input type="checkbox"/> Replacement (88.53%)	<input type="checkbox"/> Special (80%)
<input type="checkbox"/> Railing (88.53%)	<input type="checkbox"/> Low Water Xing (80%)

Summarize HBRR funded costs of above estimate:
(HBRR Federal-aid + local match for HBRR only)

Prelim. Eng. \$600,000
Right of Way \$100,000
Construction. \$3,061,520
Total \$3,761,520

Indicate the estimated date for Federal-aid
Authorization & Obligation or Check the box:

Date:

10/01/2015 ☐ Not needed for this project

04/01/2017 ☐ Not needed for this project

08/01/2018 ☐ Not needed for this project

VALUE ENGINEERING ANALYSIS

Required (Yes, if total project costs for bridge
are \$20M or more)

☐ Yes ☒ No

Remarks Contingency has been added to mobilization so that the total project costs matches the numbers shown on Exhibit 6A.

***** The following must be attached if the project is funded by the HBRR Program:

1. Plan view of proposed improvements.
2. Typical Section.

***** The following is recommended:

1. Right of way map to determine whether right of way acquisition or construction easements are necessary.

(Attachment to Field Review Form)



PROJECT STUDY REPORT EQUIVALENT

San Ramon Creek Bridge (Bridge # 28C0335) Rehabilitation Project on La Gonda Way at Danville Boulevard

APPROVED:

A handwritten signature in black ink, appearing to read 'S. Lake', written over a horizontal line.

Steven Lake, PE
Development Services Director
Town of Danville

5-13-15

DATE

Location Map



Vicinity Map



This Project Study Report Equivalent has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.


REGISTERED CIVIL ENGINEER

5/13/15
DATE



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1. Introduction

The Town of Danville (Town) is proposing to rehabilitate the existing steel girder structure (Bridge No. 28C0335) over San Ramon Creek. The existing bridge is located on La Gonda Way just east of the intersection with Danville Boulevard. The bridge is currently too narrow for the current Average Daily Traffic (ADT) making it "Functionally Obsolete". The structure is also classified as "Structurally Deficient" due to its poor deck condition. The bridge is not classified as historically significant or eligible for National Register of Historic Places.

See the Cost estimate for specific work items included in this project.

Project Limits	4-CC-CR
Applicant:	Town of Danville
Funding Source:	88.53% Federal Highway Bridge Program (HBP), 11.47% Local Match
Construction Capital Costs:	\$2,733,500
Support Costs (Including construction engineering):	\$928,020
Right of Way Costs:	\$100,000
Total Project Costs:	\$3,761,520
Number of Alternatives:	2 (Includes "No Build Alternative")
Proposed Alternative:	Rehabilitate and Widen the Existing Three Span Steel Wide-Flange girder Bridge
Type of Facility (conventional, expressway, freeway):	Urban Major Collector
Number of Structures:	One - Br No. 28C0335 over San Ramon Creek
Anticipated Environmental Document	EA FONSI, IS/MND
Legal Description	The existing bridge is on La Gonda Way just east of the intersection with Danville Boulevard in Danville, CA.

2. Existing Bridge

The existing bridge, built in 1950, is a three span, steel girder structure. The latest Caltrans inspection report gave this structure a rating of 73.5 with the status of both Structurally Deficient (SD) and Functionally Obsolete (FO), making the bridge eligible for rehabilitation.

The report also notes the existing deck is exhibiting patterned deck cracking and edge spalls. There is a region of delamination near Abutment 4 as well as asphalt concrete overlaid near the joint at Abutment 4 and span 3. Based on Caltrans Bridge Inspection Reports, there is an outstanding work recommendation to remove unsound concrete, clean the reinforcing steel, patch the area with

concrete and treat the entire deck with methacrylate to address the deck structural issues. There is also an outstanding work recommendation work to remove the asphalt concrete and clean the debris from the Abutment 4 (east) joint. Based on Quincy Engineering, Inc.'s (Quincy) recent site visit, we recommend the outstanding work be performed.

3. Background

The Town of Danville would like to pursue rehabilitating the existing bridge utilizing the Highway Bridge Program (HBP) since it is currently considered SD, FO and is eligible for rehabilitation as part of the HBP. It is anticipated that the existing structure will be widened while maintaining the existing alignment and vertical profile. Also the structure will be rehabilitated to improve the existing condition of the bridge.

The site is located in an urban area next to an elementary school with detours around the bridge available. Closing the roadway during construction is possible and traffic can use detours (less than 1 mile in length). Based on Caltrans' Bridge Inspection Report, the current (2013) and future average daily traffic (ADT) (2034) is 2,800 and 10,760 vehicles per day, respectively. Based on the Town of Danville's General Plan, the traffic volume on at the bridge site was approximately 4,300 in the year 2010. With such a high ADT, it is recommended that the construction be staged to prevent the large impacts a road closure would cause.

The existing roadway width on La Gonda Way reduces in width just before the bridge. Field measurements show that the width reduction is approximately 9 feet on both sides of the road from the eastern approach. The proposed structure will maintain the existing horizontal alignment. An aerial of the bridge site is shown below.



The existing eastern road approach is paved and is approximately 40' wide curb-to-curb and has 6' shoulders on both sides. The eastern road approach is approximately 50' long before it intersects Danville Boulevard. The curb-to-curb width of the western approach is approximately 22' wide and the sidewalks tapers from 6' to 3'.

Due to the large current and future ADT (4,300 and 10,760, respectively) the current bridge width is inadequate.

To meet current standards, existing lanes will need to be widened and shoulders will need to be provided. The sidewalks will also need to be widened to meet current standards. The additional width will also provide space for the Class III Bikeway that has been already identified in the Town's Master Bike Plan on La Gonda Way.

The Town of Danville has a minimum road width standard of 12' lanes, 8' paved shoulders (40' total roadway clear width) for this Major Collector - Urban facility. These standards meet the minimum requirements American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets 2011" ("Green Book"). A 54' foot minimum bridge width has been assumed for the rehabilitation and widening to meet these standards.

The roadway profile is not expected to change from existing conditions as it is assumed that the rehabilitated structure will continue to meet hydraulic requirements. A detailed hydraulic study is required and will confirm that the selected vertical profile, bridge type, and length remain acceptable.

In order to stage the construction of the bridge, temporary traffic control will be required. It is anticipated that La Gonda Way will have 1-way traffic at the bridge site throughout construction.

Concrete barrier rail (Type 26 or similar) can be utilized for this 25 mph speed facility.

It is anticipated that any additional need for right-of-way acquisition, rights of entry, or temporary construction easements will be minimized by maintaining the existing roadway alignment. Any temporary construction easements utilized will be returned to its original condition upon completion of the project.

The existing bridge carries multiple utility conduits and pipes across San Ramon Creek. Three 4" conduits and one 6" conduit are carried across the creek at the girder level and one 12" pipe is hung from the north-most steel girder (photo shown on right). Due to the widening of the bridge, it is anticipated that some of these utilities may need to be relocated.



As stated previously, with a Sufficiency Rating of 73.5, the existing bridge is eligible for rehabilitation. However, a replacement alternative should be investigated during preliminary engineering to determine if a replacement bridge project would be a more appropriate solution in addressing the existing deficiencies.

Purpose and Need Statement

Need:

The project need is to provide a safe permanent crossing over San Ramon Creek on La Gonda Way since the existing structure is SD and FO. The SD classification of the existing bridge is due to pattern cracking on the deck. The FO classification is due to the roadway clear width being too narrow for the current and future ADT.

Purpose:

The primary objective is to rehabilitate the “Structurally Deficient” and “Functionally Obsolete” structure to improve public safety. The proposed bridge will be able to carry design live loads, provide adequate roadway width to meet current standards and address any other deficiencies with the existing structure.

4. Deficiencies

The existing steel wide-flange structure has been noted to be “Structurally Deficient” with an overall sufficiency rating of 73.5. The bridge concrete deck has pattern cracks throughout spacing as close as 3 inches on center and some edge spalls. There is an area of delaminated concrete near Abutment 4.

The roadway clear width is inadequate and does not meet the minimum lane widths recommended by AASHTO.

The proposed widening will meet the Town of Danville’s and AASHTO geometry standards as well as provide approved bridge railing and approach guard railing.

5. Corridor and System Coordination

La Gonda Way is functionally classified as a Major Collector Urban and is considered part of the National Highway System. The current (2010) and future ADT (2034) are 4,300 and 10,760 vehicles per day, respectively, and the project is located in flat terrain. Based upon AASHTO criteria, the minimum width for the roadway is 40’. The Town’s standards coincide with the minimum AASHTO standards for a total width of 40’. Based on the high ADT and current roadway design standards, the proposed clear width (curb to curb) is 40’ comprising of 12’ lanes and 8’ shoulders. With 6’ minimum sidewalks and 1’ barriers on both sides of the bridge, the total minimum structure width will be 54’.

6. Alternatives

One widening alternative has been considered: Equal Widening on Both Sides. Because the roadway approach tapers from 40’ to 22’ evenly on both sides, it is most appropriate to widen the bridge evenly on both sides. Widening the bridge on one side would cause a large shift in horizontal alignment. A No Built alternative is also considered.

Alternative 1 – Equal Widening on Both Sides

The existing 28'± wide, three span steel wide-flange girder bridge, will be rehabilitated and widened on the existing alignment. The structure will be widened with two steel wide flange girders on each side of the bridge. No change to the roadway profile is expected.

Advantages

- Maintains existing horizontal alignment
- Right-of-Way and easements minimized

Disadvantages

- Requires stage construction, which increases cost
- Utility relocation on both sides required

No Build Alternative

This alternative would provide no improvements to the existing crossing. All existing deficiencies and safety issues will remain. Therefore, this alternative is not considered feasible.

7. Funding

A preliminary cost estimate for the alternative has been developed and is included as an attachment to this report. The estimated construction cost analysis has been performed using Caltrans square foot cost data for similar structure types constructed recently. At this time, **Alternative 1 – Equal Widening on Both Sides** is the preferred alternative because of the ability to maintain the horizontal alignment. The recommended complete project delivery estimate for programming purposes for this alternative is **\$3,761,520** which includes Preliminary Engineering, Right of Way, Construction, Construction Engineering, and a 25% Contingency. It is important to identify the anticipated project costs by evaluating the alternatives and selecting a cost that best represents a project which addresses the majority of potential issues. At this time, a 25% contingency should be included for programming purposes to account for the preliminary nature of the estimates and understanding of the project. The Town is cautioned that the cost estimates are based upon available square foot prices for similar structure types, and actual construction costs may vary. Several unknown factors such as hydraulic design constraints and geotechnical design data could significantly affect bridge length and costs. The following is a breakdown of the preliminary costs estimated for this project:

Alternative	Structure Construction Cost
1 – Equal Widening on Both Sides	\$1,573,000 (\$550/sf) (110' length)

Construct Bridge	Bridge Removal	Slope Protection	Channel Work	Detour	Approach Roadway	Utility Relocation	Mobilization	Total Construction
\$1,573,000	\$20,000	\$50,000	\$50,000	\$20,000	\$200,000	\$75,000	\$198,800	\$2,186,800

PE Component	PE Component Cost (Est)
1 - Environmental	\$150,000
2 - Geotechnical	\$50,000
3 - Hydraulics	\$25,000
4 - Surveying	\$25,000
7 - Preliminary Design	\$100,000
8 - Final Design	\$250,000
9 - Indirect Costs	\$0
Total	\$600,000

PE	R/W	CON	CE	Cont	Total Cost
\$600,000	\$100,000	\$2,186,800	\$328,020	\$546,700	\$3,761,520

8. Schedule

Milestones	Delivery Date (Month, Day, Year)
Begin Environmental	10/01/2015
Circulate DED	10/01/2016
PA & ED	04/01/2017
Begin Right of Way	04/01/2017
Project PS&E	04/01/2018
Right of Way Certification	07/01/2018
Ready to Advertise	08/01/2018
Begin Construction	10/01/2018
End Construction	04/01/2019
End Project	05/01/2019

9. FHWA Coordination

This project will utilize Federal HBP funding. Caltrans will provide project oversight as required through Caltrans Local Assistance. All aspects of the project will meet federal and state requirements. Caltrans will approve the NEPA document under current delegation authority from FHWA.

10. Local Entity Contacts/District Contacts

Steven Lake	Development Services Director	925.314.3319
Sylvia Fung	Caltrans District 4 Local Assistance	510.286.5226
Tom Wintch	Project Manager, Quincy Engineering, Inc.	916.368.9181
Michele Johnson	Project Manager, Quincy Engineering, Inc.	916.368.9181
Lance Schrey	Project Engineer, Quincy Engineering, Inc.	916.368.9181

11. Attachments

- A. Site Photos
- B. Preliminary General Plans
- C. Preliminary Cost Estimates
- D. Bridge Inspection Report with Structure Inventory and Appraisal Report

ATTACHMENT G

San Ramon Creek Bridge at La Gonda Way. Br. No. 28C0335
Attachment A

Attachment A



Figure 1: Looking west on La Gonda Way.



Figure 2: Looking east on La Gonda Way.

ATTACHMENT G

San Ramon Creek Bridge at La Gonda Way. Br. No. 28C0335

Attachment A



Figure 3: Southeast corner of bridge.



Figure 4: Northeast corner of bridge.

ATTACHMENT G

San Ramon Creek Bridge at La Gonda Way. Br. No. 28C0335
Attachment A



Figure 5: Southwest corner of bridge.



Figure 6: Northwest corner of bridge.

ATTACHMENT G

San Ramon Creek Bridge at La Gonda Way. Br. No. 28C0335
Attachment A



Figure 7: Looking north at bridge.





Figure 8: Looking south at bridge.

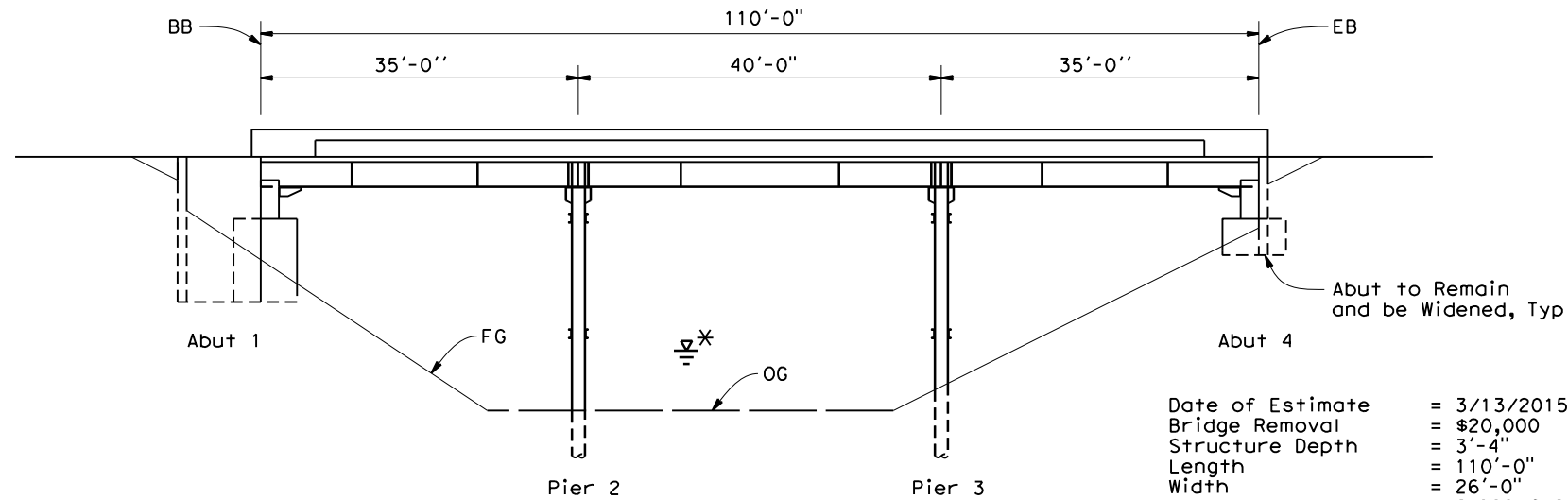
Notes:

- ① Structure Approach, Type E0(10)
 - ② Paint "Bridge Number 28C0335"
 - ③ Paint "La Gonda Way Bridge"
 - ④ Exist Curb, Railing, and existing overhang to be removed, Typ
 - ⑤ Remove unsound concrete, clean reinf steel, patch concrete, and methacrylate entire deck.
 - ⑥ Existing utilities to be relocated
- * Highwater Elevation

DIST.	COUNTY	ROUTE	POST MILES TOTAL PROJECT
4	CC	CR	

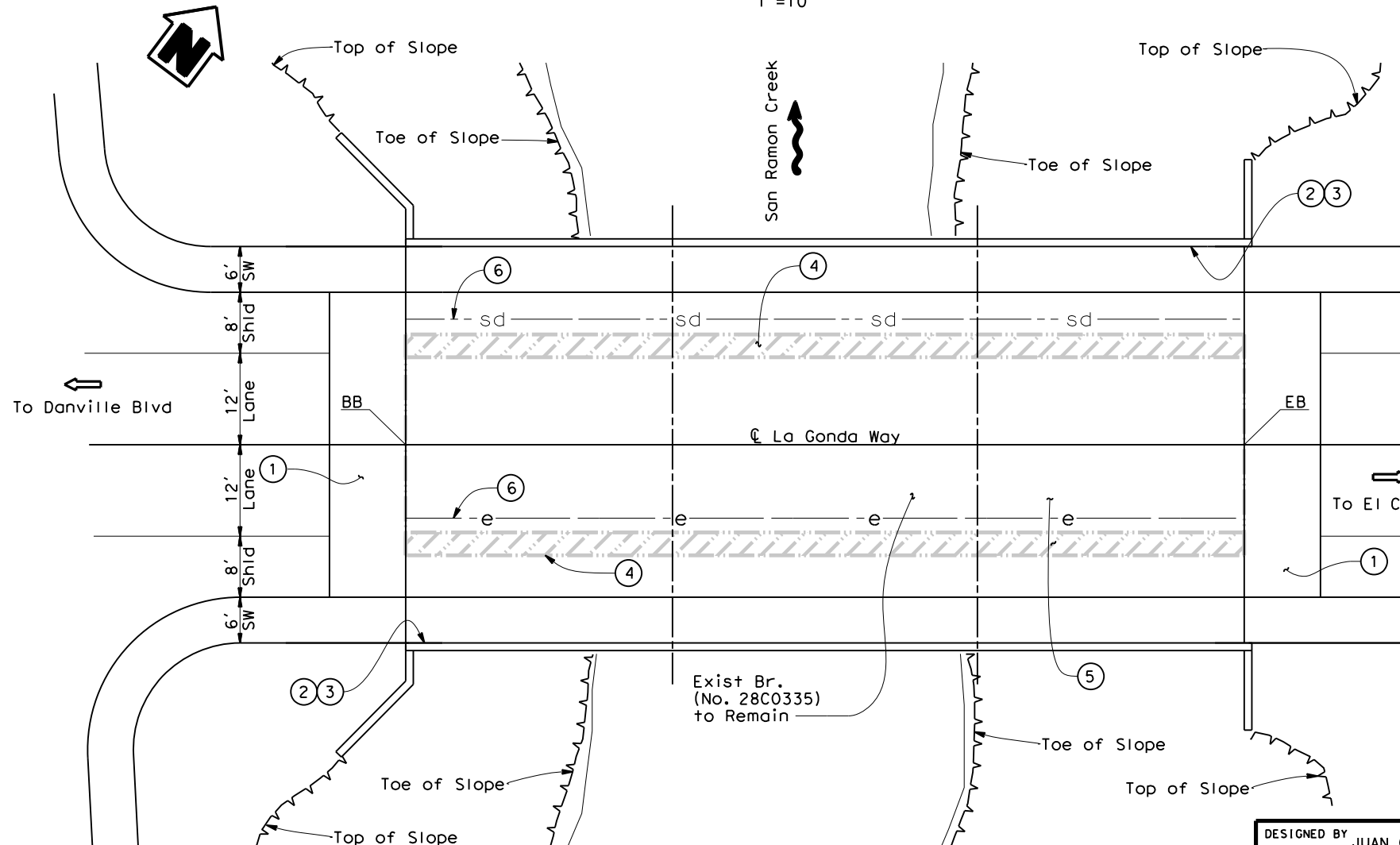
**QUINCY
ENGINEERING**

TOWN OF DANVILLE
510 La Gonda Way
Danville, CA 94526



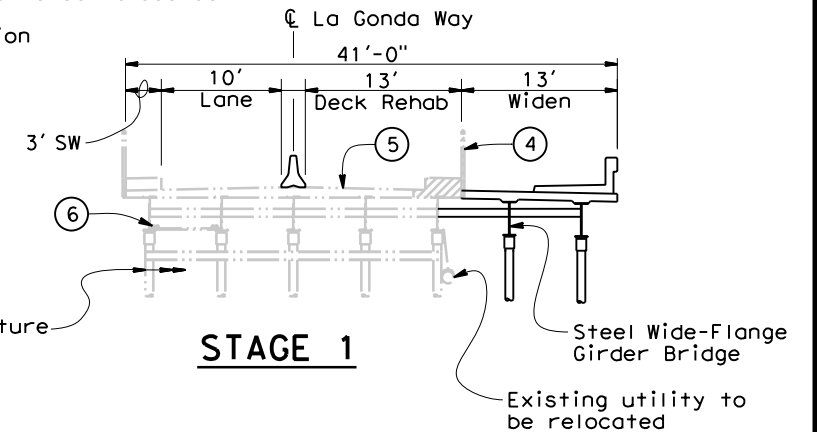
ELEVATION

1"=10'

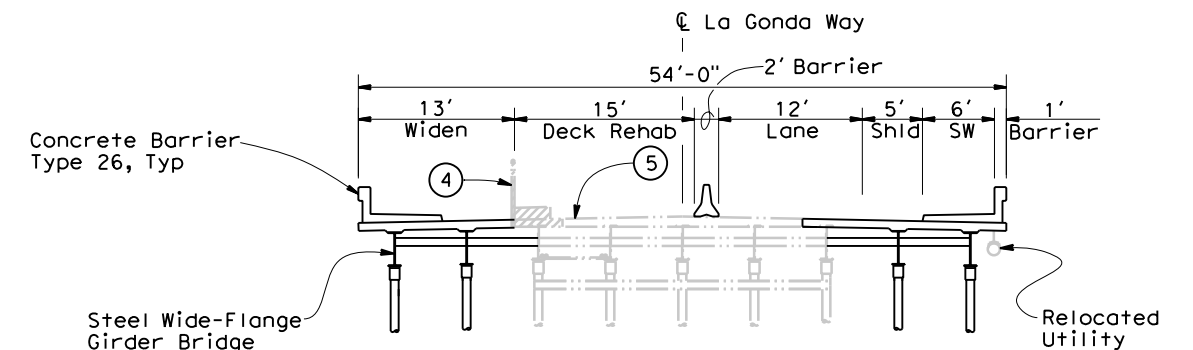


PLAN

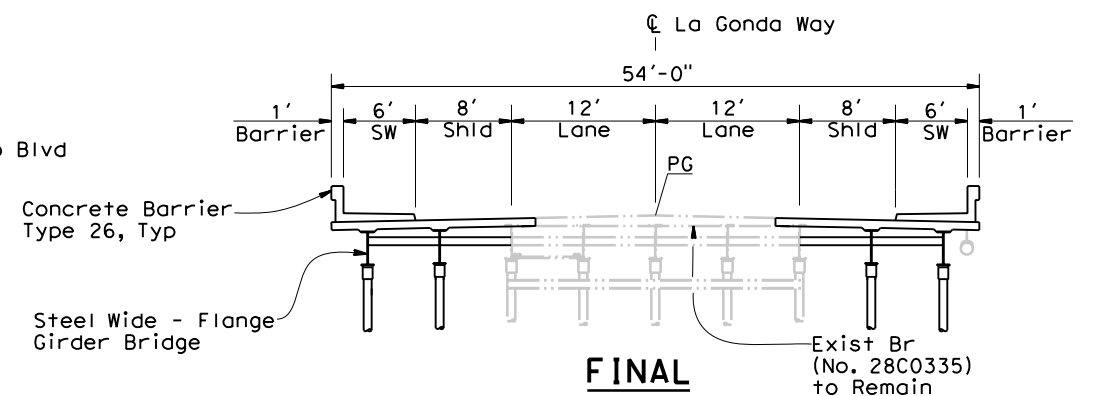
1"=10'



STAGE 1



STAGE 2



FINAL

TYPICAL SECTION

1/8"=1'-0"

DESIGNED BY	JUAN C. CRUZ	DATE	3/10/2015
DRAWN BY	JUAN C. CRUZ	DATE	3/10/2015
CHECKED BY	LANCE SCHREY	DATE	3/10/2015
APPROVED		DATE	

LANCE SCHREY
PROJECT ENGINEER

LA GONDA WAY BRIDGE

REHABILITATION

BRIDGE NO. 28C0335	UNIT:
SCALE: AS SHOWN	PROJECT NUMBER & PHASE:

DESIGN OVERSIGHT
SIGN OFF DATE

ATTACHMENT G

San Ramon Creek Bridge (Br. No. 28C0335) at La Gonda Way

Assuming Equal Widening on Both Sides

Bridge length is 110'

Existing Structure width = 28'

Proposed Structure width = 54'

H. Chou

3/19/2015

					HBP Participating	Not HBP Participating
Widen Bridge	Length	Width	Area	Cost		
Overhang Widening	ft	ft	sq ft	\$/sq ft		
	110	26	2860	550	\$ 1,573,000.00	\$ -
Bridge Removal	Length	Width	Area	Cost		
Chain link fence, Sidewalk, and Wingwalls	ft	ft	sq ft	\$/sq ft		
	110	9	990	20	\$ 20,000.00	\$ -
Slope Protection	Assuming \$25k at each abutment				\$ 50,000.00	\$ -
Canal Work	Canal repair/restoration - Assume \$25k Environmental mitigation assume \$25k				\$ 50,000.00	\$ -
Detour - Traffic Handling - Assume \$20k					\$ 20,000.00	\$ -
Approach Roadway	Assuming 200' total approach work @ \$25/sq ft					
	Length	Ave Width	Area	Cost		
	ft	ft	sq ft	\$/sq ft		
	200	40	8000	25	\$ 200,000.00	\$ -
Utilities - Assume \$75k	(irrigation, electric, etc)				\$ 75,000.00	
Mobilization (10%)					\$ 198,800.00	\$ -
	Total				\$ 2,186,800.00	\$ -

Construction Programming Total \$ 2,186,800.00 \$ -

PE Rate	27%	Assuming \$150K environmental, \$25K Surveying, \$50K Geotech, \$25K Hydro, \$350K Design/PS&E
CE Rate	15%	
Contingency Rate	25%	

	Direct Cost	Indirect Costs	HBP Participating Costs	Target Dates
PE	\$ 600,000.00		\$ 600,000.00	10/1/2015
R/W	\$ 100,000.00		\$ 100,000.00	4/1/2017
CON	\$ 2,186,800.00			
CE	\$ 328,020.00			
Cont	\$ 546,700.00			
Subtotal	\$ 3,061,520.00	\$ -	\$ 3,061,520.00	8/1/2018 Advertise 5/1/2019 Complete
Total Participating			\$ 3,761,520.00	
HBP %	88.53%	\$ 3,330,073.66		
Local Match %	11.47%	\$ 431,446.34		

Federal Fiscal Year (FFY)						Total		Check Total
	15/16	16/17	17/18	18/19	19/20	HBP	Local	
	25%	50%	25%	0%	0%			
PE	HBP \$ 132,795.00	\$ 265,590.00	\$ 132,795.00	\$ -		\$ 531,180.00		
	Local \$ 17,205.00	\$ 34,410.00	\$ 17,205.00	\$ -			\$ 68,820.00	\$ 600,000.00
	0%	50%	50%	0%	0%			
RW	HBP \$ -	\$ 44,265.00	\$ 44,265.00	\$ -		\$ 88,530.00		
	Local \$ -	\$ 5,735.00	\$ 5,735.00	\$ -			\$ 11,470.00	\$ 100,000.00
	0%	0%	50%	50%	0%			
CON, CE, CONT	HBP \$ -	\$ -	\$ 1,355,181.83	\$ 1,355,181.83	\$ -	\$ 2,710,363.66		
	Local \$ -	\$ -	\$ 175,578.17	\$ 175,578.17	\$ -		\$ 351,156.34	\$ 3,061,520.00
Total	\$ 150,000.00	\$ 350,000.00	\$ 1,730,760.00	\$ 1,530,760.00	\$ -	\$ 3,330,073.66	\$ 431,446.34	\$ 3,761,520.00
						88.53%	11.47%	

Schedule Assumptions

NEPA CE and CEQA IS/MND w/ Studies

Final Design + RW

Construction

1.5 year

1.5 year

1 year



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

ATTACHMENT G

Page 1 of 5

Bridge Number : 28C0335
Facility Carried: LA GONDA WAY
Location : AT DANVILLE BLVD
City : DANVILLE
Inspection Date : 06/16/2014

Bridge Inspection Report

Inspection Type

Routine FC Underwater Special Other

☒

STRUCTURE NAME: SAN RAMON CREEK

CONSTRUCTION INFORMATION

Year Built : 1950 Skew (degrees): 0
Year Widened: N/A No. of Joints : 4
Length (m) : 33.8 No. of Hinges : 0

Structure Description: Simply supported steel wide-flange girders (5 total, non-composite, top flange embedded), with RC deck on steel "H" section bent caps and columns (5) with RC end diaphragm abutments all on steel piles.

Span Configuration : 1 @ 10.7 m, 1 @ 12.2 m, 1 @ 10.7 m

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: M-18 OR H-20
Inventory Rating: RF=1.29 =>41.8 metric tons Calculation Method: LOAD FACTOR
Operating Rating: RF=2.16 =>70.0 metric tons Calculation Method: LOAD FACTOR
Permit Rating : PPPPP
Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.9 m sw & clf, 6.7 m, 0.9 m sw & clf
Total Width: 8.5 m Net Width: 6.7 m No. of Lanes: 2 Speed: 25 mph
Min. Vertical Clearance: Unimpaired
Rail Code: 0000

Rail Type	Location	Length (ft)	Rail Modifications
None	Right/Left	223	

DESCRIPTION UNDER STRUCTURE

Channel Description: Sand and gravel in streambed with moderate brush, trees, and grass up and downstream from structure.

NOTICE

The bridge inspection condition assessment used for this inspection is based on the American Association of State Highway and Transportation Officials (AASHTO) Bridge Element Inspection Manual 2013 as defined in Moving Ahead for Progress in the 21st Century (MAP-21) federal law. The new element inspection methodology may result in changes to related condition and appraisal ratings on the bridge without significant physical changes at the bridge.

INSPECTION COMMENTARY

SCOPE AND ACCESS

On the date of this inspection, the creek slowly flowed through both Spans 1 and 2 with only Bent 2 in the water. The water depth at Bent 2 was over 3 feet deep and could not be accessed by wading. Otherwise, a complete inspection was performed on all visible elements of this structure.

HISTORY

This structure has had a history of erosion and exposed piles at Abutment 1, which was

INSPECTION COMMENTARY

left uncorrected for at least eleven years. An additional concrete abutment system was cast under and around the original abutment in 1996.

MISCELLANEOUS

A routine underside photo was taken during this investigation. See Photo 1.

DECK AND ROADWAY

The approach AC at Abutment 1 has settled up to 1 inch.

SAFE LOAD CAPACITY

A Structure Rating Summary Sheet dated 2/22/2011 is on file for this structure. While this report does not include a check of that analysis, it does verify that the structural conditions observed during this inspection are consistent with those assumed in that analysis. The current rating is based on hand calculations dated 2/22/2011.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State	St. 1	St. 2	St. 3	St. 4
12			Deck-RC	2	287	sq.m	0	17	270	0	
	1080		Delamination/Spall/Patched Area	2	17		0	17	0	0	
	1130		Cracking (RC and Other)	2	270		0	0	270	0	

(12-1080)

The entire deck surface was chain sounded during the 6/19/2006 routine inspection and an 8 ft long section was determined to be delaminated between the sidewalks near Abutment 4. This unsound concrete accounts for 6% of the total deck area. There is a 6/19/2006 outstanding work recommendation to remove the unsound concrete, clean the reinforcing steel, patch the area with concrete and treat the entire deck with methacrylate. See Photos 4 and 5.

(12-1130)

The bare concrete deck has hairline pattern cracks throughout, some with edge spalls. These pattern cracks are spaced as close as 3 inches on center. See Photos 4 and 5.

The soffit of the bridge deck has hairline pattern cracks with no efflorescence near Abutment 4 and spaced as close as 1 foot on center. See Photo 6.

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State	St. 1	St. 2	St. 3	St. 4
107			Girder/Beam-Steel	2	168	m	168	0	0	0	
	515		Steel Coating-Paint	2	432	sq.m	432	0	0	0	

(107-515)

The paint system on the girders and columns, which was new around 1998, is in good condition.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each	Condition	State
							St. 1	St. 2	St. 3 St. 4
182			EQ Restrainer Cable-Other	2	20	ea.	20	0	0 0
(182)									
No significant defects were noted on the restrainer cables.									

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each	Condition	State
							St. 1	St. 2	St. 3 St. 4
202			Column-Steel	2	10	each	10	0	0 0
515			Steel Coating-Paint	2	86	sq.m	86	0	0 0
(202)									
A pile of debris has built up on the upstream (right) side of Bent 2 that is approximately 3 cubic yards in volume. There is a 6/19/2006 outstanding work recommendation to remove this debris. See Photo 9.									
(202-515)									
The paint system on the girders and columns, which was new around 1998, is in good condition.									

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each	Condition	State
							St. 1	St. 2	St. 3 St. 4
215			Abutment-RC	2	17	m	17	0	0 0
6000			Scour	2	8		8	0	0 0
(215-6000)									
The cabled concrete block slope protection system in front of the secondary Abutment 1 has failed on the upstream side and has buckled near the middle of the abutment. The original abutment diaphragm is not exposed. However, the right side of the secondary abutment system is now undermined by up to 6 inches vertically and 27 inches horizontally, for a 3 foot wide section of the abutment. This condition has not been previously identified. It is recommended that the local agency investigate and repair this slope protection and the undermining of the secondary abutment system to prevent future maintenance problems to the approach roadway. See Photos 7 and 8.									

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each	Condition	State
							St. 1	St. 2	St. 3 St. 4
225			Pile-Steel	2	1	ea.	1	0	0 0
(225)									
This element is included to represent the submerged piles at the piers and abutments that are not visible for inspection.									

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each	Condition	State
							St. 1	St. 2	St. 3 St. 4
256			Slope Protection	2	1	ea.	1	0	0 0
(256)									
No significant defects were noted with regard to the slope protection.									

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each	Condition	State
							St. 1	St. 2	St. 3 St. 4
304			Joint-Open Expansion	2	34	m	0	17	17 0
2350			Debris Impaction (Joints)	2	17		0	0	17 0
2360			Adjacent Deck or Header (Joints)	2	17		0	17	0 0

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Element Description	Env Qty	Total Qty	Units	Qty in each State	Condition	State
						St. 1	St. 2	St. 3 St. 4

(304-2350)

The Abutment 4 open joint at the east end of the bridge is partly covered with AC that extends into Span 3. The exposed portion of the joint is clogged with debris. There is a 3/28/2000 outstanding work recommendation to remove the AC and debris from the joint opening in order for the expansion joint to perform properly. See Photo 3.

(304-2360)

There are spalls on the headwall at Abutment 1 due to vehicle impacts. A work recommendation is included with this report to repair the spalls and regrade the approach AC to correct the settlement. See Photo 2.

WORK RECOMMENDATIONS

RecDate: 06/16/2014	EstCost: \$6,000	Repair the spalls in the header at
Action : Appr. Roadway-Repair	StrTarget: 2 YEARS	Abutment 1 and regrade the approach AC to
Work By: LOCAL AGENCY	DistTarget:	correct the settlement.
Status : PROPOSED	EA:	

RecDate: 06/19/2006	EstCost:	Remove the unsound concrete, clean the
Action : Deck-Methacrylate	StrTarget: 2 YEARS	reinforcing steel, patch with concrete
Work By: LOCAL AGENCY	DistTarget:	and treat the deck with methacrylate.
Status : PROPOSED	EA:	

RecDate: 01/21/2004	EstCost:	Remove debris at Bent 2.
Action : Sub-Remove Debris	StrTarget: 2 YEARS	
Work By: LOCAL AGENCY	DistTarget:	
Status : PROPOSED	EA:	

RecDate: 03/28/2000	EstCost:	Remove the AC over the Abutment 4 open
Action : Joints-Repair/Clean	StrTarget: 2 YEARS	joint and clean it out.
Work By: LOCAL AGENCY	DistTarget:	
Status : PROPOSED	EA:	

RecDate: 03/28/2000	EstCost:	Backfill the scoured/eroded areas in the
Action : Sub-Scour Mitigate	StrTarget: 2 YEARS	Abutment 1 slope. Repair or replace the
Work By: LOCAL AGENCY	DistTarget:	slope protection system.
Status : PROPOSED	EA:	

Team Leader : Heidi Kuntz

Report Author : Heidi Kuntz

Inspected By : H.Kuntz/NW.Alzireeni

Heidi Kuntz 8/29/2014

Heidi Kuntz (Registered Civil Engineer) (Date)



ATTACHMENT G

STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 28C0335
 (5) INVENTORY ROUTE (ON/UNDER) - ON 150000000
 (2) HIGHWAY AGENCY DISTRICT 04
 (3) COUNTY CODE 013 (4) PLACE CODE 17988
 (6) FEATURE INTERSECTED- SAN RAMON CREEK
 (7) FACILITY CARRIED- LA GONDA WAY
 (9) LOCATION- AT DANVILLE BLVD
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 37 DEG 49 MIN 32.05 SEC
 (17) LONGITUDE 122 DEG 00 MIN 13.1 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- STEEL
 TYPE- STRINGER/MULTI-BEAM OR GDR CODE 302
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 3
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- NONE CODE 0
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1950
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY-PEDESTRIAN 5
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2800
 (30) YEAR OF ADT 2004 (109) TRUCK ADT 1 %
 (19) BYPASS, DETOUR LENGTH 3 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 12.2 M
 (49) STRUCTURE LENGTH 33.8 M
 (50) CURB OR SIDEWALK: LEFT 0.9 M RIGHT 0.9 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 6.7 M
 (52) DECK WIDTH OUT TO OUT 8.5 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 6.7 M
 (33) BRIDGE MEDIAN- NO MEDIAN 0
 (34) SKEW 0 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 6.7 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NO CONTROL CODE 0
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

***** SUFFICIENCY RATING *****

SUFFICIENCY RATING = 73.5
 STATUS STRUCTURALLY DEFICIENT
 HEALTH INDEX 69.7
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION ***** CODE

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- COLLECTOR URBAN 17
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- CITY OR MUNICIPAL HIGHWAY AGENCY 04
 (22) OWNER- CITY OR MUNICIPAL HIGHWAY AGENCY 04
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION ***** CODE

(58) DECK 4
 (59) SUPERSTRUCTURE 8
 (60) SUBSTRUCTURE 8
 (61) CHANNEL & CHANNEL PROTECTION 6
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE

(31) DESIGN LOAD- M-18 OR H-20 4
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 70.0
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 41.8
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE

(67) STRUCTURAL EVALUATION 8
 (68) DECK GEOMETRY 2
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 7
 (72) APPROACH ROADWAY ALIGNMENT 5
 (36) TRAFFIC SAFETY FEATURES 0000
 (113) SCOUR CRITICAL BRIDGES 8

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- MISC STRUCTURAL WORK CODE 38
 (76) LENGTH OF STRUCTURE IMPROVEMENT 33.8 M
 (94) BRIDGE IMPROVEMENT COST \$285,000
 (95) ROADWAY IMPROVEMENT COST \$57,000
 (96) TOTAL PROJECT COST \$478,800
 (97) YEAR OF IMPROVEMENT COST ESTIMATE 2010
 (114) FUTURE ADT 10760
 (115) YEAR OF FUTURE ADT 2034

***** INSPECTIONS *****

(90) INSPECTION DATE 06/14 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)

ATTACHMENT G
SAN RAMON CREEK

AT DANVILLE BLVD

06/16/2014 [AAAK]

28C0335

135 - PHOTO-Routine-Underside



Photo No. 1

Underside view from Abutment 1, looking North.

105 - PHOTO-Deck-Misc.

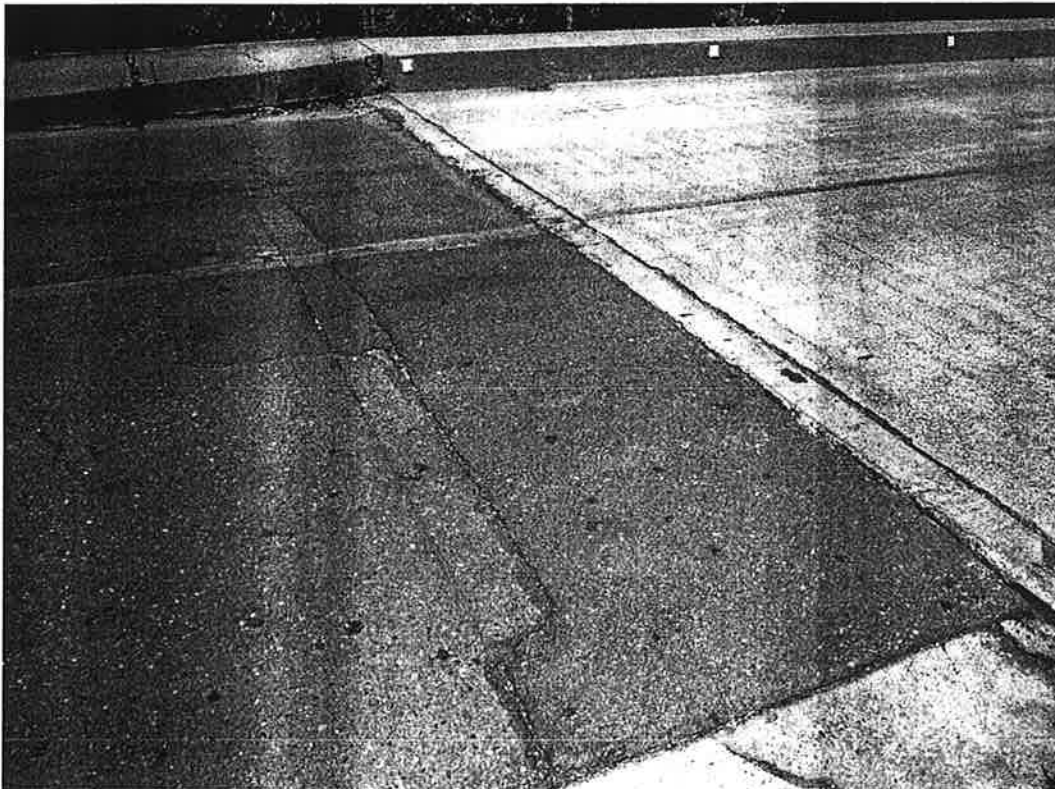


Photo No. 2

Approach AC settled and spall in backwall at Abutment 1.

SAN RAMON CREEK

AT DANVILLE BLVD

06/16/2014 [AAAK]

28C0335

124 - PHOTO-Joint-Damage/Deterioration



Photo No. 3

AC overlay over and debris impacted in open joint at Abutment 4.

102 - PHOTO-Deck-Damage/Deterioration



Photo No. 4

Transverse deck cracks near mid-Span 2.

ATTACHMENT G
SAN RAMON CREEK

AT DANVILLE BLVD

06/16/2014 [AAAK]

28C0335

102 - PHOTO-Deck-Damage/Deterioration

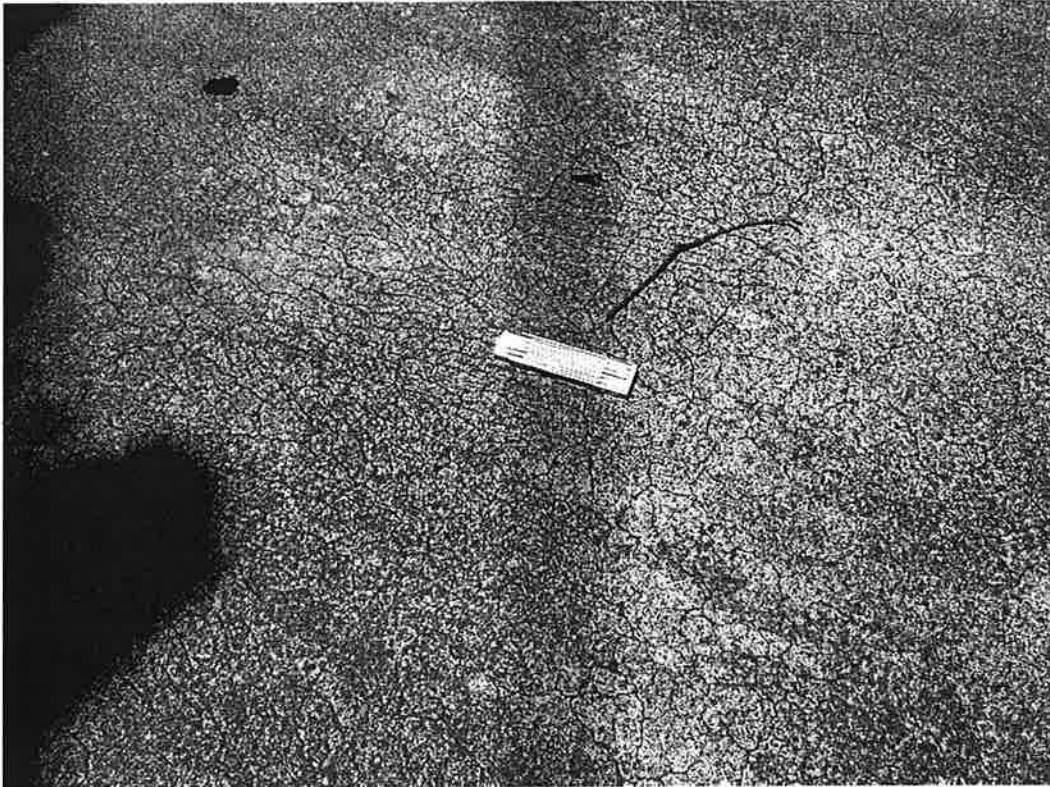


Photo No. 5

Deck cracking in Northbound lane near mid-Span 3.

107 - PHOTO-Super-Damage/Deterioration



Photo No. 6

Cracking of the soffit in Bay 3 near Bent 3.

116 - PHOTO-Sub-Scour/Evaluation

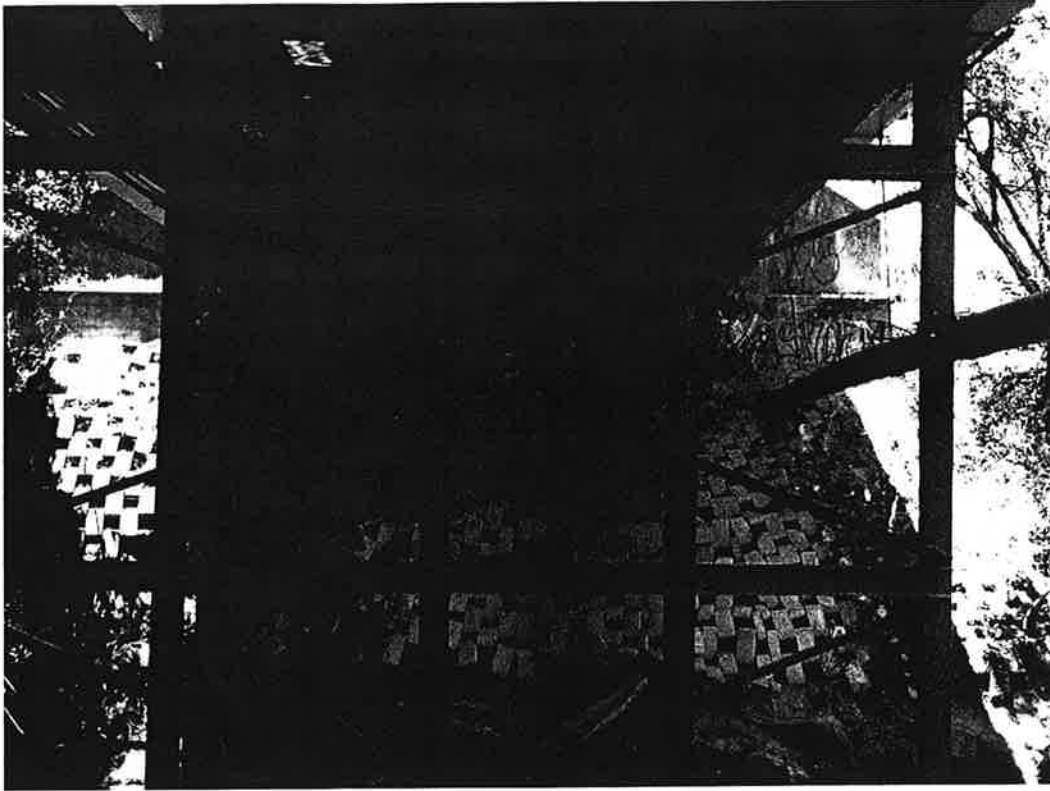


Photo No. 7

Failure and buckling of slope protection at Abutment 1.

116 - PHOTO-Sub-Scour/Evaluation



Photo No. 8

Exposure and undermining of secondary abutment system at Abutment 1.

**ATTACHMENT G
SAN RAMON CREEK**

AT DANVILLE BLVD

06/16/2014 [AAAK]

28C0335

117 - PHOTO-Sub-Misc.



Photo No. 9

Debris caught on upstream end of Bent 2.

Attachment H - LAPM Exhibits:

10-H – Sample Cost Proposal

10-I – Notice to Proposers DBE Information

10-K– Consultant Certification of Contract Costs & Financial Management System

10-O1, 10-O2 – Consultant Contract DBE Commitment

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #1) Page 1 of 2**ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS**

(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

Consultant _____ Contract No. _____ Date _____

DIRECT LABOR

Classification/Title	Name	Hours	Actual Hourly Rate	Total
_____	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____
_____	_____	_____	\$ _____	\$ _____

LABOR COSTS

- a) Subtotal Direct Labor Costs \$ _____
- b) Anticipated Salary Increases (see page 2 for sample) \$ _____

c) **TOTAL DIRECT LABOR COSTS** [(a) + (b)] \$ _____**FRINGE BENEFITS**

- d) Fringe Benefits (Rate: _____) e) **TOTAL FRINGE BENEFITS**
- [(c) x (d)] \$ _____

INDIRECT COSTS

- f) Overhead (Rate: _____) g) Overhead [(c) x (f)] \$ _____
- h) General and Administrative (Rate: _____) i) Gen & Admin [(c) x (h)] \$ _____

j) **TOTAL INDIRECT COSTS** [(e) + (g) + (i)] \$ _____**FEE (Profit)**

- q) (Rate: _____) k) **TOTAL FIXED PROFIT** [(c) + (j)] x (q)] \$ _____

OTHER DIRECT COSTS (ODC)

Description	Unit(s)	Unit Cost	Total
l) Travel/Mileage Costs (supported by consultant actual costs)	_____	\$ _____	\$ _____
m) Equipment Rental and Supplies (itemize)	_____	\$ _____	\$ _____
n) Permit Fees (itemize), Plan sheets (each), Test Holes (each), etc.	_____	\$ _____	\$ _____
o) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)	_____	\$ _____	\$ _____

p) **TOTAL OTHER DIRECT COSTS** [(l) + (m) + (n) + (o)] \$ _____**TOTAL COST** [(c) + (j) + (k) + (p)] \$ _____**NOTES:**

- Employees subject to prevailing wage requirements to be marked with an *.
- ODC items should be based on actual costs and supported by historical data and other documentation.
- ODC items that would be considered "tools of the trade" are not reimbursable.
- ODC items should be consistently billed directly to all clients, not just when client will pay for them as a direct cost.
- ODC items when incurred for the same purpose, in like circumstances, should not be included in any indirect cost pool or in overhead rate.

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #1) Page 2 of 2

ACTUAL COST-PLUS-FIXED FEE OR LUMP SUM (FIRM FIXED PRICE) CONTRACTS
(SAMPLE CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

Consultant _____ Contract No. _____ Date _____

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal per Cost Proposal	Total Hours per Cost Proposal	Avg Hourly Rate	5 Year Contract Duration
_____	_____	=	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	_____	+	_____	=	_____	_____
Year 2	_____	+	_____	=	_____	_____
Year 3	_____	+	_____	=	_____	_____
Year 4	_____	+	_____	=	_____	_____

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year
Year 1	_____	*	_____	=	_____
Year 2	_____	*	_____	=	_____
Year 3	_____	*	_____	=	_____
Year 4	_____	*	_____	=	_____
Year 5	_____	*	_____	=	_____
Total	_____		_____	=	_____

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year
Year 1	_____	*	_____	=	_____
Year 2	_____	*	_____	=	_____
Year 3	_____	*	_____	=	_____
Year 4	_____	*	_____	=	_____
Year 5	_____	*	_____	=	_____
Total Direct Labor Cost with Escalation				=	
Direct Labor Subtotal before Escalation				=	
Estimated total of Direct Labor Salary Increase				=	

Transfer to Page 1

NOTES:

- This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
- An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable. (i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #2) Page 1 of 2SPECIFIC RATE OF COMPENSATION (USE FOR ON-CALL OR AS-NEEDED CONTRACTS)
(CONSTRUCTION ENGINEERING AND INSPECTION CONTRACTS)

Note: Mark-ups are Not Allowed

Consultant or Subconsultant _____ Contract No. _____ Date _____

Fringe Benefit + Overhead + General Administration = Combined Indirect Cost Rate (ICR)
 (= 0% if Included in OH) (= 0% if Included in OH)

FEE = _____

BILLING INFORMATION

CALCULATION INFORMATION

Name/Job Title/Classification ¹	Hourly Billing Rates ²			Effective date of hourly rate		Actual or Avg. hourly rate ³	% or \$ increase	Hourly range - for classifications only
	Straight	OT(1.5x)	OT(2x)	From	To			

- Names and classifications of consultant (key staff) team members must be listed. Provide separate sheets for prime and all subconsultant firms.
- Billing rate = actual hourly rate * (1+ ICR) * (1+ Fee). Agreed upon billing rates are not adjustable for the term of contract.
- For named employees enter the actual hourly rate. For classifications only, enter the Average Hourly Rate for that classification.

NOTES:

- Denote all employees subject to prevailing wage with an asterisks (*)
- For "Other Direct Cost" listing, see page 2 of this Exhibit

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #2) Page 2 of 2

SPECIFIC RATE OF COMPENSATION (USE FOR ON-CALL OR AS-NEEDED CONTRACTS)

(CONSTRUCTION ENGINEERING AND INSPECTION CONTRACTS)

Consultant or Subconsultant _____ Contract No. _____ Date _____

SCHEDULE OF OTHER DIRECT COST ITEMS											
PRIME CONSULTANT				SUBCONSULTANT #1				SUBCONSULTANT #2			
DESCRIPTION OF ITEMS	UNIT	UNIT COST	TOTAL	DESCRIPTION OF ITEMS	UNIT	UNIT COST	TOTAL	DESCRIPTION OF ITEMS	UNIT	UNIT COST	TOTAL
PRIME TOTAL ODCs =				SUBCONSULTANT #1 ODCs =				SUBCONSULTANT #2 ODCs =			

IMPORTANT NOTES:

1. List direct cost items with estimated costs. These costs should be competitive in their respective industries and supported with appropriate documentations.
2. Proposed items should be consistently billed directly to all clients (Commercial entities, Federal Govt., State Govt., and Local Govt. Agency), and not just when the client will pay for them as a direct cost.
3. Items when incurred for the same purpose, in like circumstance, should not be included in any indirect cost pool or in the overhead rate.
4. Items such as special tooling, will be reimbursed at actual cost with supporting documentation (invoice).
5. Items listed above that would be considered "tools of the trade" are not reimbursable as other direct cost.
6. Travel related costs should be pre-approved by the contracting agency.
7. If mileage is claimed, the rate should be properly supported by the consultant's calculation of their actual costs for company vehicles. In addition, the miles claimed should be supported by mileage logs.
8. If a consultant proposes rental costs for a vehicle, the company must demonstrate that this is their standard procedure for all of their contracts and that they do not own any vehicles that could be used for the same purpose.

EXHIBIT 10-H SAMPLE COST PROPOSAL (EXAMPLE #3)COST PER UNIT OF WORK CONTRACTS
(GEOTECHNICAL AND MATERIAL TESTING)

Note: Mark-ups are Not Allowed

Consultant _____ Contract No. _____ Date _____

Page ____ of ____

Unit/Item of Work:**(Example: Log of Test Boring for Soils Report, or ADL Testing for Hazardous Waste Material Study)****Include as many Items as necessary.**

DIRECT LABOR	Hours	Hourly Billing Rate (\$)	Total (\$)
Professional (Classification)	_____	_____	_____
Sub-professional/Technical*	_____	_____	_____
EQUIPMENT (with Operator)	_____	_____	_____

OTHER DIRECT COST

Description	Unit(s)	Unit Cost	
Mobilization/De-mobilization	_____	\$_____	_____
Supplies/Consumables (Itemize)	_____	\$_____	_____
Travel/Mileage	_____	\$_____	_____
Report (if applicable)	_____	\$_____	_____

TOTAL COST PER UNIT OF WORK

NOTES:

- Denote labor subject to prevailing wage with asterisk (*).
- Hourly billing rates should include prevailing wage rates and be consistent with publicly advertised rates charged to all clients (Commercial, Private or Public).
- Hourly billing rates include hourly wage rate, net fee/profit, indirect cost rate, and actual direct equipment rate.
- Mobilization/De-mobilization is based on site location and number and frequency of tests/items.
- ODC items should be based on actual costs and supported by historical data and other documentation.
- ODC items that would be considered "tools of the trade" are not reimbursable.

EXHIBIT 10-I NOTICE TO PROPOSERS DBE INFORMATION

The Agency has established a DBE goal for this Contract of ____11_____%

1. TERMS AS USED IN THIS DOCUMENT

- The term “Disadvantaged Business Enterprise” or “DBE” means a for-profit small business concern owned and controlled by a socially and economically disadvantaged person(s) as defined in Title 49, Code of Federal Regulations (CFR), Part 26.5.
- The term “Agreement” also means “Contract.”
- Agency also means the local entity entering into this contract with the Contractor or Consultant.
- The term “Small Business” or “SB” is as defined in 49 CFR 26.65.

2. AUTHORITY AND RESPONSIBILITY

- A. DBEs and other small businesses are strongly encouraged to participate in the performance of Contracts financed in whole or in part with federal funds (See 49 CFR 26, “Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs”). The Consultant must ensure that DBEs and other small businesses have the opportunity to participate in the performance of the work that is the subject of this solicitation and should take all necessary and reasonable steps for this assurance. The proposer must not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts.
- B. Proposers are encouraged to use services offered by financial institutions owned and controlled by DBEs.

3. SUBMISSION OF DBE INFORMATION

If there is a DBE goal on the contract, Exhibit 10-O1 *Consultant Proposal DBE Commitment* must be included in the Request for Proposal. In order for a proposer to be considered responsible and responsive, the proposer must make good faith efforts to meet the goal established for the contract. If the goal is not met, the proposer must document adequate good faith efforts. All DBE participation will be counted towards the contract goal; therefore, all DBE participation shall be collected and reported.

Exhibit 10-O2 *Consultant Contract DBE Information* must be included with the Request for Proposal. Even if no DBE participation will be reported, the successful proposer must execute and return the form.

4. DBE PARTICIPATION GENERAL INFORMATION

It is the proposer’s responsibility to be fully informed regarding the requirements of 49 CFR, Part 26, and the Department’s DBE program developed pursuant to the regulations. Particular attention is directed to the following:

- A. A DBE must be a small business firm defined pursuant to 13 CFR 121 and be certified through the California Unified Certification Program (CUCP).
- B. A certified DBE may participate as a prime consultant, subconsultant, joint venture partner, as a vendor of material or supplies, or as a trucking company.

- C. A DBE proposer not proposing as a joint venture with a non-DBE, will be required to document one or a combination of the following:
 - 1. The proposer is a DBE and will meet the goal by performing work with its own forces.
 - 2. The proposer will meet the goal through work performed by DBE subconsultants, suppliers or trucking companies.
 - 3. The proposer, prior to proposing, made adequate good faith efforts to meet the goal.
- D. A DBE joint venture partner must be responsible for specific contract items of work or clearly defined portions thereof. Responsibility means actually performing, managing, and supervising the work with its own forces. The DBE joint venture partner must share in the capital contribution, control, management, risks and profits of the joint venture commensurate with its ownership interest.
- E. A DBE must perform a commercially useful function pursuant to 49 CFR 26.55, that is, a DBE firm must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work.
- F. The proposer shall list only one subconsultant for each portion of work as defined in their proposal and all DBE subconsultants should be listed in the bid/cost proposal list of subconsultants.
- G. A prime consultant who is a certified DBE is eligible to claim all of the work in the Contract toward the DBE participation except that portion of the work to be performed by non-DBE subconsultants.

5. RESOURCES

- A. The CUCP database includes the certified DBEs from all certifying agencies participating in the CUCP. If you believe a firm is certified that cannot be located on the database, please contact the Caltrans Office of Certification toll free number 1-866-810-6346 for assistance.
- B. Access the CUCP database from the Department of Transportation, Office of Business and Economic Opportunity Web site at: <http://www.dot.ca.gov/hq/bep/>.
 - 1. Click on the link in the left menu titled Disadvantaged Business Enterprise;
 - 2. Click on Search for a DBE Firm link;
 - 3. Click on Access to the DBE Query Form located on the first line in the center of the page.

Searches can be performed by one or more criteria. Follow instructions on the screen.

6. MATERIALS OR SUPPLIES PURCHASED FROM DBES COUNT TOWARDS THE DBE GOAL UNDER THE FOLLOWING CONDITIONS:

- A. If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies. A DBE manufacturer is a firm that operates or maintains a factory, or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract and of the general character described by the specifications.
- B. If the materials or supplies purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies. A DBE regular dealer is a firm that owns, operates or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the Contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a DBE regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question. A person may be a DBE regular dealer in such bulk

items as petroleum products, steel, cement, gravel, stone or asphalt without owning, operating or maintaining a place of business provided in this section.

- C. If the person both owns and operates distribution equipment for the products, any supplementing of regular dealers' own distribution equipment shall be, by a long-term lease agreement and not an ad hoc or Agreement-by-Agreement basis. Packagers, brokers, manufacturers' representatives, or other persons who arrange or expedite transactions are not DBE regular dealers within the meaning of this section.
- D. Materials or supplies purchased from a DBE, which is neither a manufacturer nor a regular dealer, will be limited to the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on the job site, provided the fees are reasonable and not excessive as compared with fees charged for similar services.

EXHIBIT 10-K CONSULTANT CERTIFICATION OF CONTRACT COSTS AND FINANCIAL MANAGEMENT SYSTEM

(Note: If requesting to utilize the Safe Harbor Indirect Cost Rate submit Attachment 1 of DLA-OB 13-07 - Safe Harbor Indirect Cost Rate for Consultant Contracts found at http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm in lieu of this form.)

Certification of Final Indirect Costs:

Consultant Firm Name: _____

Indirect Cost Rate: _____ * for fiscal period _____

*Fiscal period covered for Indirect Cost Rate developed (not the contract period).

Local Government: _____

Contract Number: _____ Project Number: _____

I, the undersigned, certify that I have reviewed the proposal to establish final indirect cost rates for the fiscal period as specified above and to the best of my knowledge and belief:

1. All costs included in this proposal to establish final Indirect Cost Rates are allowable in accordance with the cost principles of the Federal Acquisition Regulations (FAR) of Title 48, Code of Federal Regulations (CFR), Part 31.
2. This proposal does not include any costs which are expressly unallowable under the cost principles of the FAR of 48 CFR, Part 31.

All known material transactions or events that have occurred affecting the firm's ownership, organization, and Indirect Cost Rates have been disclosed as of the date of proposal preparation noted above.

Certification of Financial Management System:

I, the undersigned, certify to the best of my knowledge and belief that our Financial Management System meets the standards for financial reporting, accounting records, internal and budget control as set forth in the FAR of Title 49, CFR, Part 18.20 to the extent applicable to Consultant.

Certification of Dollar Amount for all A&E Contracts:

I, the undersigned, certify that the approximate dollar amount of all A&E contracts awarded by Caltrans or a California local agency to this firm within the last three (3) calendar years for all State DOT and Local Agencies is \$_____ and the number of states in which the firm does business is _____.

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are reasonable, allowable and allocable to the contract in accordance with the cost principles of the FAR of Title 48, CFR, Part 31. Allowable direct costs to a Government contract shall be:

Consultant Certification of Contract Costs and Financial Management System

1. Compliant with Generally Accepted Accounting Principles (GAAP) and standards promulgated by the Cost Accounting Standards Board (when applicable).
2. Compliant with the terms of the contract and is incurred specifically for the contract.
3. Not prohibited by 23 CFR, Chapter 1, Part 172 – Administration of Engineering and Design Related Service Contracts to the extent requirements are applicable to Consultant.

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files.

Subconsultants (if applicable)

Proposed Contract Amount (or amount not to exceed if on-call contract): \$ _____

Prime Consultants (if applicable)

Proposed **Total** Contract Amount (or amount not to exceed if on-call contract): \$ _____

Prime, list all subconsultants and proposed subcontract dollar amounts (attach additional page if necessary):

_____	\$ _____
_____	\$ _____
_____	\$ _____
_____	\$ _____
_____	\$ _____

Consultant Certifying (Print Name and Title):

Name: _____

Title: _____

Consultant Certification Signature **: _____

Date of Certification (mm/dd/yyyy): _____

Consultant Contact Information:

Email: _____

Phone number: _____

****An individual executive or financial officer of the consultant's organization at a level no lower than a Vice President or Chief Financial Officer, or equivalent, who has authority to represent the financial information utilized to establish the Indirect Cost Rate proposal submitted in conjunction with the contract.**

Note: Per 23 U.S.C. 112(b)(2)(B), Subconsultants must comply with the FAR Cost Principles contained in 48 CFR, Part 31. 23 CFR Part 172.3 Definitions state: Consultant means the individual or firm providing engineering and design related services as a party to the contract. Therefore, subconsultants as parties of a contract must complete a certification and send originals to A&I and keep copies in Local Agency Project Files.

Distribution: 1) Original to Caltrans Audits and Investigations
2) Retained in Local Agency Project Files

EXHIBIT 10-01 CONSULTANT PROPOSAL DBE COMMITMENT

1. Local Agency: _____ 2. Contract DBE Goal: _____
3. Project Description: _____
4. Project Location: _____
5. Consultant's Name: _____ 6. Prime Certified DBE: ☐

7. Description of Work, Service, or Materials Supplied	8. DBE Certification Number	9. DBE Contact Information	10. DBE %
Local Agency to Complete this Section			
17. Local Agency Contract Number: _____		11. TOTAL CLAIMED DBE PARTICIPATION	%
18. Federal-Aid Project Number: _____		IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Written confirmation of each listed DBE is required.	
19. Proposed Contract Execution Date: _____			
Local Agency certifies that all DBE certifications are valid and information on this form is complete and accurate.			
20. Local Agency Representative's Signature _____	21. Date _____	12. Preparer's Signature _____	13. Date _____
22. Local Agency Representative's Name _____	23. Phone _____	14. Preparer's Name _____	15. Phone _____
24. Local Agency Representative's Title _____		16. Preparer's Title _____	

DISTRIBUTION: Original – Included with consultant's proposal to local agency.

ADA Notice: For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

INSTRUCTIONS – CONSULTANT PROPOSAL DBE COMMITMENT**CONSULTANT SECTION**

- 1. Local Agency** - Enter the name of the local or regional agency that is funding the contract.
- 2. Contract DBE Goal** - Enter the contract DBE goal percentage as it appears on the project advertisement.
- 3. Project Description** - Enter the project description as it appears on the project advertisement (Bridge Rehab, Seismic Rehab, Overlay, Widening, etc.).
- 4. Project Location** - Enter the project location as it appears on the project advertisement.
- 5. Consultant's Name** - Enter the consultant's firm name.
- 6. Prime Certified DBE** - Check box if prime contractor is a certified DBE.
- 7. Description of Work, Services, or Materials Supplied** - Enter description of work, services, or materials to be provided. Indicate all work to be performed by DBEs including work performed by the prime consultant's own forces, if the prime is a DBE. If 100% of the item is not to be performed or furnished by the DBE, describe the exact portion to be performed or furnished by the DBE. See LAPM Chapter 9 to determine how to count the participation of DBE firms.
- 8. DBE Certification Number** - Enter the DBE's Certification Identification Number. All DBEs must be certified on the date bids are opened.
- 9. DBE Contact Information** - Enter the name, address, and phone number of all DBE subcontracted consultants. Also, enter the prime consultant's name and phone number, if the prime is a DBE.
- 10. DBE %** - Percent participation of work to be performed or service provided by a DBE. Include the prime consultant if the prime is a DBE. See LAPM Chapter 9 for how to count full/partial participation.
- 11. Total Claimed DBE Participation %** - Enter the total DBE participation claimed. If the total % claimed is less than item "Contract DBE Goal," an adequately documented Good Faith Effort (GFE) is required (see Exhibit 15-H DBE Information - Good Faith Efforts of the LAPM).
- 12. Preparer's Signature** - The person completing the DBE commitment form on behalf of the consultant's firm must sign their name.
- 13. Date** - Enter the date the DBE commitment form is signed by the consultant's preparer.
- 14. Preparer's Name** - Enter the name of the person preparing and signing the consultant's DBE commitment form.
- 15. Phone** - Enter the area code and phone number of the person signing the consultant's DBE commitment form.
- 16. Preparer's Title** - Enter the position/title of the person signing the consultant's DBE commitment form.

LOCAL AGENCY SECTION

- 17. Local Agency Contract Number** - Enter the Local Agency contract number or identifier.
- 18. Federal-Aid Project Number** - Enter the Federal-Aid Project Number.
- 19. Proposed Contract Execution Date** - Enter the proposed contract execution date.
- 20. Local Agency Representative's Signature** - The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
- 21. Date** - Enter the date the DBE commitment form is signed by the Local Agency Representative.
- 22. Local Agency Representative's Name** - Enter the name of the Local Agency Representative certifying the consultant's DBE commitment form.
- 23. Phone** - Enter the area code and phone number of the person signing the consultant's DBE commitment form.
- 24. Local Agency Representative Title** - Enter the position/title of the Local Agency Representative certifying the consultant's DBE commitment form.

EXHIBIT 10-02 CONSULTANT CONTRACT DBE COMMITMENT

1. Local Agency: _____ 2. Contract DBE Goal: _____
3. Project Description: _____
4. Project Location: _____
5. Consultant's Name: _____ 6. Prime Certified DBE: ☐ 7. Total Contract Award Amount: _____
8. Total Dollar Amount for **ALL** Subconsultants: _____ 9. Total Number of **ALL** Subconsultants: _____

10. Description of Work, Service, or Materials Supplied	11. DBE Certification Number	12. DBE Contact Information	13. DBE Dollar Amount
Local Agency to Complete this Section		14. TOTAL CLAIMED DBE PARTICIPATION	\$
20. Local Agency Contract Number: _____ 21. Federal-Aid Project Number: _____ 22. Contract Execution Date: _____ Local Agency certifies that all DBE certifications are valid and information on this form is complete and accurate.			%
23. Local Agency Representative's Signature _____ 24. Date _____ 25. Local Agency Representative's Name _____ 26. Phone _____ 27. Local Agency Representative's Title _____		IMPORTANT: Identify all DBE firms being claimed for credit, regardless of tier. Written confirmation of each listed DBE is required. 15. Preparer's Signature _____ 16. Date _____ 17. Preparer's Name _____ 18. Phone _____ 19. Preparer's Title _____	

DISTRIBUTION: 1. Original – Local Agency
2. Copy – Caltrans District Local Assistance Engineer (DLAE). Failure to submit to DLAE within 30 days of contract execution may result in de-obligation of federal funds on contract.

ADA Notice: For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

INSTRUCTIONS – CONSULTANT CONTRACT DBE COMMITMENT**CONSULTANT SECTION**

- 1. Local Agency** - Enter the name of the local or regional agency that is funding the contract.
- 2. Contract DBE Goal** - Enter the contract DBE goal percentage as it appears on the project advertisement.
- 3. Project Description** - Enter the project description as it appears on the project advertisement (Bridge Rehab, Seismic Rehab, Overlay, Widening, etc).
- 4. Project Location** - Enter the project location as it appears on the project advertisement.
- 5. Consultant's Name** - Enter the consultant's firm name.
- 6. Prime Certified DBE** - Check box if prime contractor is a certified DBE.
- 7. Total Contract Award Amount** - Enter the total contract award dollar amount for the prime consultant.
- 8. Total Dollar Amount for ALL Subconsultants** – Enter the total dollar amount for all subcontracted consultants. SUM = (DBEs + all Non-DBEs). Do not include the prime consultant information in this count.
- 9. Total number of ALL subconsultants** – Enter the total number of all subcontracted consultants. SUM = (DBEs + all Non-DBEs). Do not include the prime consultant information in this count.
- 10. Description of Work, Services, or Materials Supplied** - Enter description of work, services, or materials to be provided. Indicate all work to be performed by DBEs including work performed by the prime consultant's own forces, if the prime is a DBE. If 100% of the item is not to be performed or furnished by the DBE, describe the exact portion to be performed or furnished by the DBE. See LAPM Chapter 9 to determine how to count the participation of DBE firms.
- 11. DBE Certification Number** - Enter the DBE's Certification Identification Number. All DBEs must be certified on the date bids are opened.
- 12. DBE Contact Information** - Enter the name, address, and phone number of all DBE subcontracted consultants. Also, enter the prime consultant's name and phone number, if the prime is a DBE.
- 13. DBE Dollar Amount** - Enter the subcontracted dollar amount of the work to be performed or service to be provided. Include the prime consultant if the prime is a DBE. See LAPM Chapter 9 for how to count full/partial participation.
- 14. Total Claimed DBE Participation - \$:** Enter the total dollar amounts entered in the "DBE Dollar Amount" column. **%:** Enter the total DBE participation claimed ("Total Participation Dollars Claimed" divided by item "Total Contract Award Amount"). If the total % claimed is less than item "Contract DBE Goal," an adequately documented Good Faith Effort (GFE) is required (see Exhibit 15-H DBE Information - Good Faith Efforts of the LAPM).
- 15. Preparer's Signature** - The person completing the DBE commitment form on behalf of the consultant's firm must sign their name.
- 16. Date** - Enter the date the DBE commitment form is signed by the consultant's preparer.
- 17. Preparer's Name** - Enter the name of the person preparing and signing the consultant's DBE commitment form.
- 18. Phone** - Enter the area code and phone number of the person signing the consultant's DBE commitment form.
- 19. Preparer's Title** - Enter the position/title of the person signing the consultant's DBE commitment form.

LOCAL AGENCY SECTION

- 20. Local Agency Contract Number** - Enter the Local Agency contract number or identifier.
- 21. Federal-Aid Project Number** - Enter the Federal-Aid Project Number.
- 22. Contract Execution Date** - Enter the date the contract was executed.
- 23. Local Agency Representative's Signature** - The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
- 24. Date** - Enter the date the DBE commitment form is signed by the Local Agency Representative.
- 25. Local Agency Representative's Name** - Enter the name of the Local Agency Representative certifying the consultant's DBE commitment form.
- 26. Phone** - Enter the area code and phone number of the person signing the consultant's DBE commitment form.
- 27. Local Agency Representative Title** - Enter the position/title of the Local Agency Representative certifying the consultant's DBE commitment form.



LA GONDA WAY BRIDGE IMPROVEMENTS

CIP No: C-599 | STATUS: In Design

GREEN PROJECT: No

PRIORITY: 1/2

PROJECT MANAGER: SJ



PROJECT DESCRIPTION AND LOCATION:

The existing La Gonda Way bridge, built in 1950, is a three-span steel girder structure. The latest Caltrans inspection report performed in June 2014 classified the bridge as "structurally deficient" due to its poor deck condition. The bridge is also too narrow for existing traffic and pedestrian conditions.

The bridge will be replaced as part of the Caltrans Highway Bridge Program (HBP) making it eligible for federal reimbursement of 88.53% of participating costs.

The replacement bridge will accommodate two lanes of traffic, bicycles, and pedestrians.

A small amount of right-of-way easement may be needed on the north side of the bridge.

A large oak tree on the north side will require heavy trimming.

DESCRIPTION OF MODIFICATIONS:

PROJECT COST ESTIMATE

PRINTED ON: 04/27/2017

Expenditure Category	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Land and ROW	\$0	\$117,600	\$0	\$0	\$0	\$0	\$117,600
Design	\$670,000	\$0	\$0	\$0	\$0	\$0	\$670,000
Testing	\$0	\$78,750	\$0	\$0	\$0	\$0	\$78,750
Construction	\$0	\$0	\$3,765,065	\$0	\$0	\$0	\$3,765,065
Inspection & Admin.	\$0	\$0	\$55,125	\$0	\$0	\$0	\$55,125
Total Cost Estimate:	\$670,000	\$196,350	\$3,820,190	\$0	\$0	\$0	\$4,686,540
Total Expenditure:	\$0	Unexpended: \$670,000 on 4-25-2017					

PROJECT APPROPRIATION AND FUNDING

Funding Source(s)	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CIP Gen Purpose Rev	\$70,000	\$31,350	\$600,000	\$0	\$0	\$0	\$701,350
Grant	\$600,000	\$165,000	\$3,220,190	\$0	\$0	\$0	\$3,985,190
Total Funding:	\$670,000	\$196,350	\$3,820,190	\$0	\$0	\$0	\$4,686,540

RATIONALE FOR PROPOSED PROJECT:

EXPECTED IMPACT ON OPERATING BUDGET:

Additional worker hours required to maintain per year: 0

Additional Town direct operating costs per year: \$0